CITY OF ATLANTA

TACTICAL URBANISM GUIDE

Revised April 2023

Photo by Dustin Chambers

This Tactical Urbanism Guide is dedicated to an incredible friend and colleague, Kemberli Sargent.

Kemberli Sargent was an essential member of the City of Atlanta team for over three years, and served as the City's Vision Zero Manager. On October 7, 2021, Kemberli was tragically and severely injured by an impaired driver while using a crosswalk in Chattanooga, Tennessee. Kemberli succumbed to her injuries on July 14, 2022.

Kemberli's creativity, enthusiasm, and dedication will always be evident across the wide-ranging efforts she led to improve public safety in Atlanta. She consistently went above and beyond to advance our work, leading group bike rides to highlight Vision Zero and hosting a 'parklet party' to support DCP's Love Our Places program. We are deeply saddened by her passing and forever grateful to Kemberli for her invaluable work in making the City's streets safer for us all.

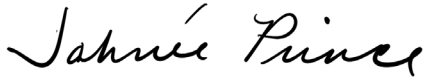
#KemberliStrong #Drive25 #SaveLives

ACKNOWLEDGMENTS

This guide describes the City's requirements and processes for organizations to implement tactical urbanism projects in their communities.

Prepared by:
City of Atlanta Department of City Planning (DCP)
City of Atlanta Department of Transportation (ATLDOT)

With special thanks to our review partners:
Propel ATL (formerly Atlanta Bicycle Coalition)
Atlanta Fire Rescue Department
City of Atlanta Department of Watershed Management
Metropolitan Atlanta Rapid Transit Authority (MARTA)



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visionZERO
Atlanta's commitment to ending all traffic deaths

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PART I: INTRODUCTION

WHAT IS TACTICAL URBANISM?

Tactical urbanism is a low-cost, short-term approach designed to change the overall use and feel of streets and public spaces.

These projects are often used to advance longer-term goals related to street safety and the design of public spaces. Tactical urbanism is temporary in nature, using tactical materials while demonstrating the potential of long-term change.

Why is tactical urbanism important?

Tactical urbanism provides an opportunity for communities, businesses, grassroots organizations, or other similar entities to lead and fund interventions within the public right-of-way in order to catalyze change in the public realm. Safe streets and a vibrant public realm are priorities for the City of Atlanta. The City is exploring opportunities such as tactical urbanism to bring projects to life quickly, while also giving residents, businesses, and the City an opportunity to experience and evaluate projects prior to committing to long-term investments. This guide provides insight into the process established by the City to implement tactical urbanism projects.

Tactical urbanism projects are used to:

- Improve safety for the city's most vulnerable roadway users, pedestrians and bicyclists
- Create a vibrant public realm and encourage public life
- Deepen the understanding of needs, priorities, and desires at the neighborhood or block scale
- Inspire action and change
- Broaden public engagement and encourage collaboration between local communities and government
- Test various interventions and designs and evaluate outcomes
- Gather and analyze data from actual uses of public spaces

IN 2021, 87 PEOPLE DIED ON ATLANTA'S STREETS AS A RESULT OF A TRAFFIC CRASH. CITY STREETS MUST BE DESIGNED TO ACCOMMODATE AND PROTECT THE MOST VULNERABLE USERS.

visionZERO

Atlanta's commitment to ending all traffic deaths

10th St, Midtown [Biketober 2019]

James P Brawley Dr, English Avenue

White St, West End

LOCAL CASE STUDY

10TH STREET POP-UP BIKE LANE

This one-week demonstration project connected the Atlanta BeltLine to Peachtree Street and the surrounding Midtown neighborhood. The bike lane accommodated a range of users and was an ideal demonstration project, given its design complexities such as numerous driveways, intersections approaches, and bus stops.

Projects like the 10th Street Pop-up Bike Lane help inform future decisions about long-term improvements.

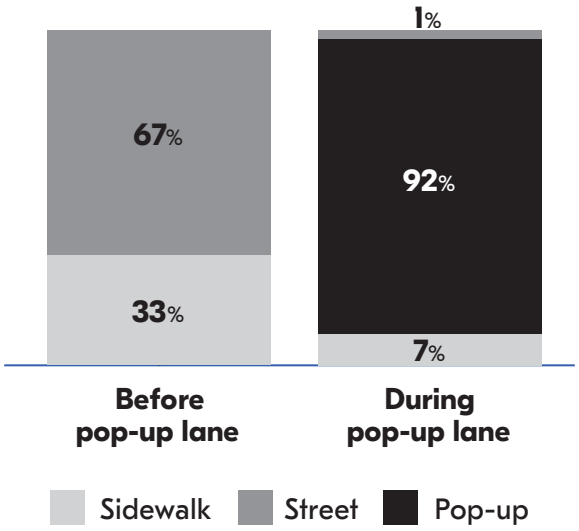
The goals of the 10th Street Pop-Up Bike Lane were to quickly test a new street design, measure the safety impacts, and study operations.

The results were encouraging:

- Safety was increased for all road users
- Bike and scooter rides increased
- Fewer people road bikes or scooters on the sidewalk
- In combination with signal adjustments, car travel times were similar to before the pop-up
- Access to destinations was preserved and even improved for many users

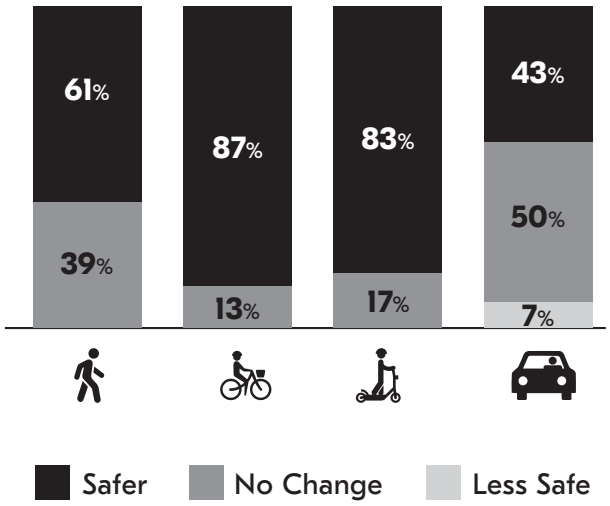
HOW DID THE POP-UP LANE AFFECT BIKE AND SCOOTER RIDERS?

During the pop-up, 92% of westbound bikes and scooters chose the new lane instead of the street or sidewalk.



DID YOU FEEL SAFER ON 10TH STREET DURING THE POP-UP LANE?

73% of people surveyed reported that traveling on 10th Street felt safer during the pop-up.




MARTA Stop Temporarily Relocated to West of Juniper
Connection Between Pop-Up and Existing One-Way Bike Lane
One West-Bound Car Lane to Remain Open
Connection Between Pop-Up and Existing Two-Way Bike Lane
Striping at Driveway Intersections
Juniper & 10th Highrise
Fire Rescue Station 15
Caribou Coffee
Flying Biscuit
Existing One-Way Bike Lane
10th St Pop-Up Bike Lane
Midtown Market
Existing Two-Way Bike Lane
Hyatt Centric Midtown Atlanta
Juniper St
Striping and Access at Fire Station Driveway
TEN Atlanta
Piedmont Ave
Myrtle St
Jersey Barriers Open Up For MARTA Stop
Protective Barriers Set Every 4-6 Ft. With Openings at Driveways
Department of CITY PLANNING

ELIGIBLE PROJECTS

PROJECT TYPES

The types of projects that may be considered under this application are:

TRANSPORTATION

Curb Extension

Demonstration Bike/LIT Lanes

Lane Narrowing

Slow Shared Street

Slip Lane Closure

Walk Lane

AMENITIES

Bike Parking

Bus Stop Enhancement

Parklet

PUBLIC ART

Crosswalk Art

Pedestrian Space Art

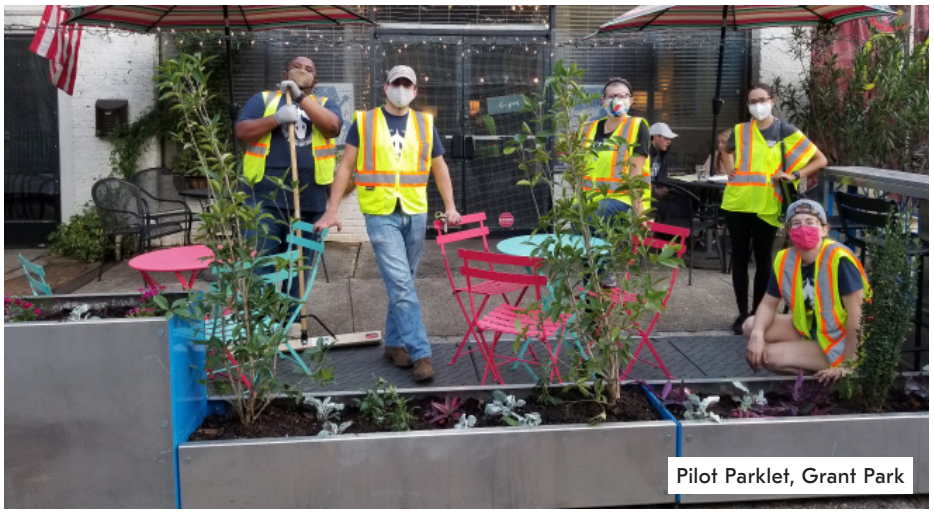
Traffic Signal Box Art

Design standards for each eligible project type are provided in Part II of this document. Have a project idea, but don't see it here? Please contact mobility@atlantaga.gov. This library will continue to be updated as new design standards are developed by the City.

PROJECT DURATION AND MATERIALS

The City of Atlanta Tactical Urbanism Application includes two duration lengths:

Demonstration Parklet, Downtown Atlanta


Pilot Parklet, Grant Park

DEMONSTRATION:

A project lasting 30 days or less.

Demonstration projects must use materials that are easily removed from the right-of-way.

PILOT:

A project lasting more than 1 month but less than 1 year.

Materials must be fairly easy to remove but durable enough to remain in place with minimal maintenance and oversight.

PROJECT PROCESS

WHO CAN APPLY?

- Local businesses or organized business associations
- Community Improvement Districts (CIDs)
- Neighborhood Planning Units (NPUs)
- Organized neighborhood/community associations
- Grassroots or community-based organizations
- Non-Profits, 501c3s, or advocacy organizations
- If you are a resident that is interested in applying, please see your local neighborhood group

To implement a tactical urbanism project in your community, follow this two-step process:

STEP 1: DESIGN

START WITH AN IDEA!

Review the design standards in this document to make sure your idea follows the City's requirements.

APPLY FOR DESIGN APPROVAL

Gather the documents detailed on the next page and submit your application at: bit.ly/tuappatl

CITY REVIEWS DESIGN DOCUMENTS

The application will be reviewed by a panel of City staff within 5-10 business days. The panel will provide the applicant with one of the following actions: project approval, request for revisions and additional review, or project denial.

CITY ISSUES DESIGN APPROVAL

Once all revisions are completed, the City will provide design approval for the project.

STEP 2: IMPLEMENTATION

APPLY FOR RIGHT-OF-WAY CLOSURE PERMIT

If installation requires right-of-way closure, you will need a permit from the City. Gather the documents detailed on the next page and apply for a right-of-way closure at: app.apply4.com/worksapp/usa/Atlanta

CITY REVIEWS PERMIT DOCUMENTS

Ensure that all supporting documentation has been included and uploaded with your ROW closure permit application, including: Traffic control plan, PDF of approved site plans, and Certificate of Insurance.

CITY ISSUES RIGHT-OF-WAY CLOSURE PERMIT

Once all supporting documentation has been reviewed and deemed approved, the city will issue a ROW closure permit to the applicant. ROW closure permits are valid for no more than 90 days.

INSTALL THE PROJECT!

Inform the city of your proposed date to install the project. City staff may attend and help celebrate your community's achievement!

DESIGN CHECKLIST

To complete the design approval application, you will need to provide the following documentation:

PROJECT DESIGN

Site Photos:
Take photos of the existing site showing the entire project area.

Site Plan with Cover Sheet:
Create a site plan using the design standards in this document as your guide. Use the Cover Sheet example at the end of this document as a template.

Materials List:
Develop a materials list using the materials palette in this document as your guide.

Maintenance Agreement:
Fill out and sign the *Maintenance Agreement Form*. Follow this link to download the form.

COMMUNITY SUPPORT

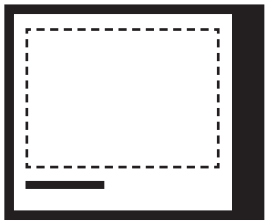
Support Letters:
Gather three (3) support letters from your community (ie. council member, neighbors, adjacent property owners, or community organizations).

Community Engagement Plan:
Detail out how you plan to engage your community through the project lifecycle.

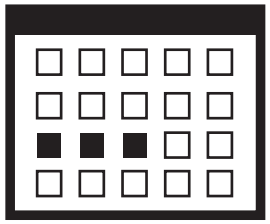
IMPLEMENTATION CHECKLIST

Documentation required for a right-of-way permit include, but are not limited to the below. Visit ATLDOT Online Permitting System to review all requirements.

PERMIT DOCUMENTS



Traffic Control Plan: Create a traffic control plan mapping which traffic lanes will need to be closed during installation and the alternate vehicular route. Refer to *Part IV* of this document for more information.



Installation Schedule: Develop an installation schedule with the dates for which you'll need the closure.

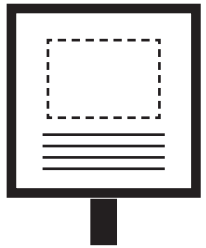
Impacts to Public Utilities: If materials for the project need to be drilled into the ground, you must call Georgia 811 at least 48 hours but no more than 10 working days before installation.

Volunteer Release Forms: If you're using volunteers for the installation, volunteers must sign the *Volunteer Release Form*. Follow this link to download the form.

Certificate of Insurance: Follow this link to view *Appendix B* detailing the City's insurance and bonding requirements and provide a Certificate of Insurance.

INSTALLATION SIGNS

Closure Notices: Provide right-of-way closure notices to those adjacent to the project site. If installation removes parking spaces, provide emergency no-parking signs.



Project Info Sign: Fill out and post the *Project Info Signage* at the project site during installation and throughout the duration of the project. Download the sign here.

KEY CONSIDERATIONS

This guide builds a process for the community to design and implement impactful projects within their neighborhood. Proposed projects have the highest chance of approval when following the guidance in this document.
In addition to the aforementioned guidance, please keep the following considerations in mind when designing a project:

1. EMERGENCY ACCESS

To accommodate emergency vehicles, a minimum street clearance of 20 feet must be provided on all streets. Projects may not be approved if the design narrows the street width to less than 20 feet. Additionally, a fire hydrant must have a clearance of 15 feet minimum.

2. COMMUNITY ENGAGEMENT AND INVOLVEMENT

All projects should involve community members in the planning, design, and installation process. Project submissions require three letters of community support, which can be from adjacent households, impacted businesses, neighborhood associations, Community Improvement Districts (CID), Neighborhood Planning Units (NPU), Council Members, or any other community leaders. Additional requirements may be requested for projects with larger impacts, greater complexities, and longer durations.

3. MAINTENANCE

The City will not be responsible for maintaining projects under the Tactical Urbanism (TU) permit. A maintenance plan or schedule will be required for any projects that last more than 30 days in duration, along with a removal/dissemination plan and schedule. The applicant should identify which individuals or groups will act as sponsors and be responsible for ensuring the project remains intact for its intended duration. The project sponsor(s) are responsible for removing the project once the permit has expired. A renewal application must be submitted 30 days prior to the project expiration to be considered for an extension.

4. COMPLIANCE GUIDANCE

Applicants should become familiar with the rules of traffic control plans, street markings, signage, and ADA compliance. The Manual on Uniform Traffic Control Devices (MUTCD) and Americans with Disabilities Act (ADA) are important documents and provide guidance related to safety and accessibility.

5. BEST PRACTICE GUIDANCE

There are documented best practices and design guidance for traffic calming, tactical urbanism and placemaking projects. We encourage you to become familiar with these as well.

- *The Tactical Urbanist's Guide*, available at tacticalurbanismguide.com
- *The Urban Street Design Guide* from the National Association of City Transportation Officials, available at nacto.org/publication/urban-street-design-guide/
- *Community-Led Demonstration Project Policy + Guide* from the City of Burlington, VT, available at burlingtonvt.gov/DPW/Tactical-Urbanism-and-Demonstration-Projects
- *Healthy Community Design Toolkit* from the Centers for Disease Control, available at cdc.gov/healthyplaces/toolkit/

6. INSURANCE & BONDING

The City of Atlanta requires minimal insurance and bonding for these project installations and all work performed in affiliation with this permit. A full description of those requirements may be found in Appendix B: Insurance & Bonding Requirements. To review the document follow this link.

7. MODIFICATION & REMOVAL

If modification or removal of a project is required by ATLDOT, the department will notify the applicant in writing. The applicant is responsible for removing or modifying the project as requested by ATLDOT at the expense of the applicant and completed within reasonable time after such request has been made. If the applicant fails to remove or modify the improvement within a reasonable time frame, ATLDOT may on notice remove and/or modify the project and all cost shall be borne by the applicant.

When planning and installing your project, be sure to avoid the following:

8. STATE-OWNED ROADWAYS

The Georgia Department of Transportation (GDOT) owns and maintains approximately 90 miles of roadway in the city of Atlanta, most of which are Arterial Streets. Any proposed improvements along a GDOT route requires a separate review and encroachment permit from GDOT. Given that, this process does not allow for community-led implementation of tactical urbanism projects on state roads.

Check here for a map of state-owned roads in Atlanta.
State Route/City Street data is embedded within the functional classification layer. Clicking on any road segment will yield a callout box that shows “State Route: Yes” or “State Route: No”.

9. HARTSFIELD-JACKSON AIRPORT ROADWAYS

Streets within the Hartsfield-Jackson Airport are not eligible.

10. MAJOR COLLECTORS & ARTERIALS

The City of Atlanta uses a functional classification system to determine road types and appropriate counter measures or safety improvements. Arterial and major collector streets are generally high volume and higher speeds, are often used as truck routes or primary emergency access routes, which make them more difficult to implement. Unless specifically stated in the design standards, major collectors and arterials are not eligible for tactical urbanism projects. Please view the City's classification map here.

11. OBSTRUCTING CURBSIDE SERVICES

Projects may not obstruct delivery services, trash and recycling collection, or transit access. If any of the above mentioned services occur on the project site, the City will either require additional coordination to accommodate these services or will determine that the project is not appropriate for the site and deny the application. If deemed appropriate, the applicant will be required to provide supporting documentation showing sufficient coordination and approval from impacted parties. Site plans must include existing bus stop locations.

12. OBSTRUCTING PUBLIC UTILITIES

Projects may not impede or restrict access to any public utility, such as manholes, fire hydrants, valves, etc. All public utilities must remain accessible at all times.

13. BLOCKING DRIVEWAYS

Projects shall not block any public or private, commercial or residential driveway without documented approval from property owner(s).

INSTALLATION AND SAFETY

If necessary, applicants will need to apply for a lane or street closure prior to installation. A traffic control plan is required with this permit; examples can be found at the end of this document.

As part of the permit process, the City will need to be informed of the planned installation date. Additionally, the City recommends notifying all project stakeholders and neighbors of the installation timeline and invite them to take part in the installation. Tactical urbanism projects work best when the community is fully involved.

The City of Atlanta requires all participants to wear bright colored and/or reflective clothing while working within the public right-of-way.

SAFETY is the #1 Priority!

Wearing bright-colored reflective traffic vests and using cones and signage will improve visibility, slow down vehicles, and increase overall safety near your project installation.

Cascade Ave, West End [Atlanta Streets Alive]

Nolan St, Chosewood Park

1. OUTDOOR EVENT PERMIT

The tactical urbanism permit shall not be used for outdoor events. As defined by Section 142 of the City Code, an outdoor events is any gathering of people that occurs completely or partially outdoors, that occurs on public property and/or private property, that is not a gated park event... ...and that either: (1) Lasts for 90 or fewer consecutive days; or (2) Lasts for 13 or fewer consecutive weeks, where the outdoor gathering occurs on no fewer than three days out of each consecutive week; or (3) Is a series."

Please visit the following link for additional information regarding the outdoor event permit: bit.ly/outdooreventpermitatl

2. TEAM SAFETY

The City of Atlanta wants to ensure the safety of all participants that take part in the program. Each project installation shall follow the below guidelines for ensuring safety:

- Designate a project "Safety Captain" who will be responsible for conducting daily safety briefings, monitor traffic and working conditions, ensure all participants are acting in the best interest of safety, ensure participants have water, proper personal protective gear, and contact 911 in an emergency.
- Obtain signed liability release forms from all volunteers.

3. IMPLEMENTATION SCHEDULING

A project may be installed on any day of the week and at any time that is most appropriate for the community. However, project installation should be avoided during peak travel times in the city, such as during morning and afternoon rush hours. (typically between 7:00—9:00am and 4:00—6:00pm, Monday through Friday.)

RENEWING YOUR PERMIT

ATLDOT will notify the applicant in writing 90 days prior to the end of the current permit. At least 60 days prior to the end of the permit, the applicant must send the following to ATLDOT:

- A letter stating the applicant's intent to either:
  - A) Remove the project prior to the end of the current permit, or
  - B) Renew the permit for an additional year
- Photo documentation of the entire project, including current site conditions and installed materials.

If the applicant intends to renew the permit, then the following additional items must be submitted with the statement letter:

- Statement of any concerns and/or material changes that the applicant will make to the project.
- Updated site plan of the project with any proposed changes
- Letters of continued support for the project from the neighborhood organization, business owner, or property owner at the location of the project. Please use the same organizations as previously submitted letters of support.

ATLDOT reserves the right to deny the renewal of a tactical urbanism permit, may on notice remove and/or modify the project and all cost shall be borne by the applicant.

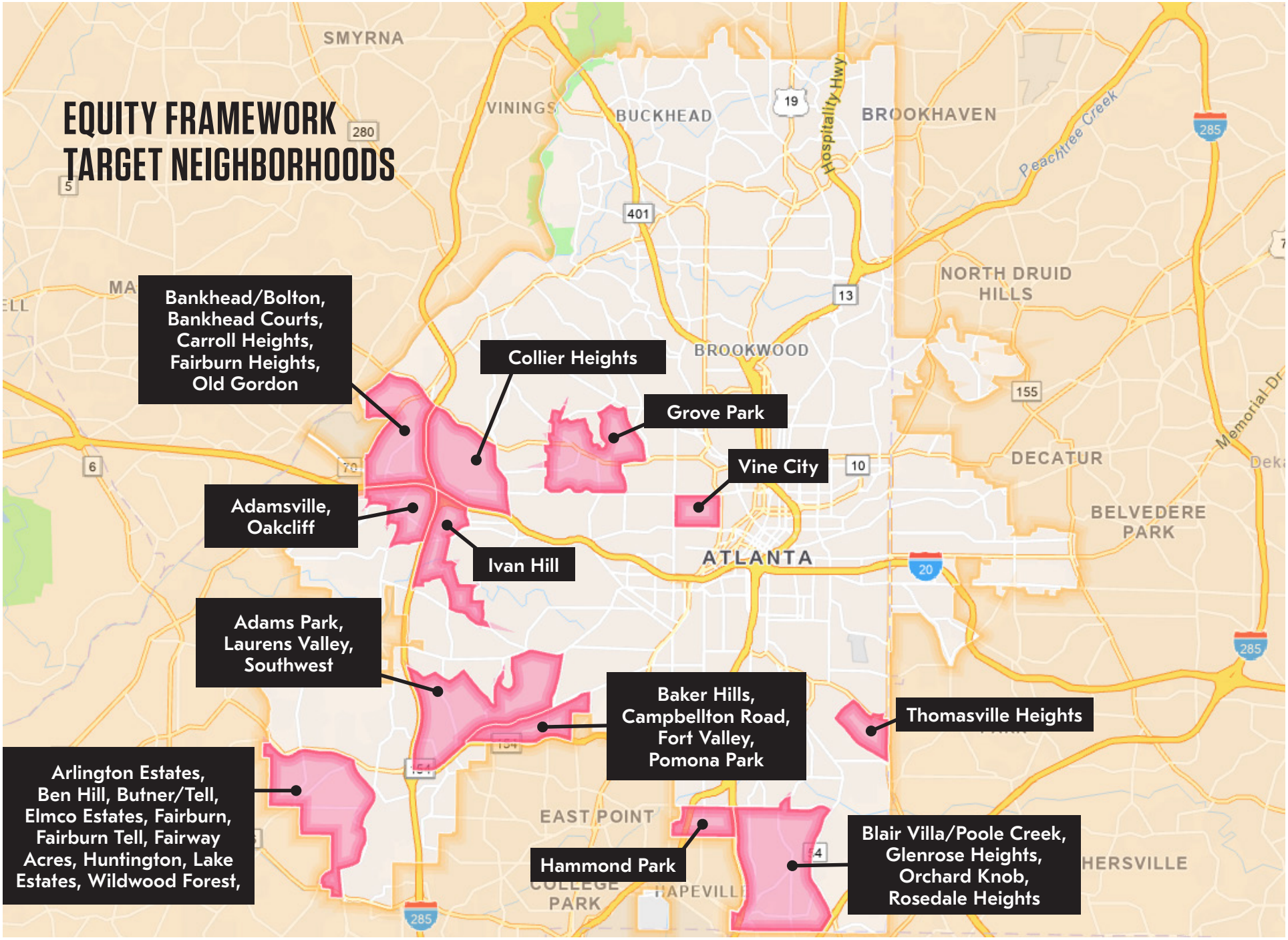
EQUITY PRIORITY AREAS

The City of Atlanta has established an equity framework as a part of its Vision Zero efforts. This equity framework utilizes specific data indicators such as households without access to motor vehicles, percentages of school-age children, seniors, and persons with disabilities, as well as race, income, and lack of health insurance, among a number of other indicators to determine vulnerability and to establish a bases of prioritization for communities of concern. Applications that are submitted for projects located within equity priority areas may be considered for loaned materials by ATLDOT, such as traffic cones, barricades and signs. The neighborhoods listed in the adjacent map are considered equity priority areas.

If your project site is located in an equity priority area, you may be eligible to borrow materials from the City free of charge. The following guidelines apply for loaned materials:

- Materials may be loaned for an agreed upon period of time and must be returned to the City at the end of specified period.
- Inventory availability may vary depending on season or other circumstances. Emergency activities and weather-related events will take priority and may limit availability of materials.
- Applicants will be required to maintain the project and associated materials during the duration of the project installation.
- Communities are strongly encouraged to leverage community partners such as local businesses, leaders, and other stakeholders to assist with donations of funding, materials and/or labor. Certain organizations may offer grants for these types of projects.

EQUITY FRAMEWORK TARGET NEIGHBORHOODS



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

PART II: DESIGN STANDARDS

TRANSPORTATION

1 CURB EXTENSION

WHAT IS A CURB EXTENSION?

A curb extension is a traffic calming measure that widens pedestrian space on the street by narrowing the roadway. Tactical curb extensions are made of low cost, quick build materials such as striping, vertical delineators, and paint.

Curb extensions increase pedestrian safety by shortening crossing distances and making pedestrians more visible to drivers.

WHERE IS IT PERMITTED?

Tactical curb extensions are permitted at intersections that meet all of the following criteria:

- ☐ On-street parking present * (on one or both sides)
- ☐ City owned right-of-way (see map)
- ☐ Local street (see map)
- ☐ Not a key fire department route (determined by ATLDOT)
- ☐ Not a turning intersection for bus routes (see map)
- ☐ Must have accessible ADA sidewalks

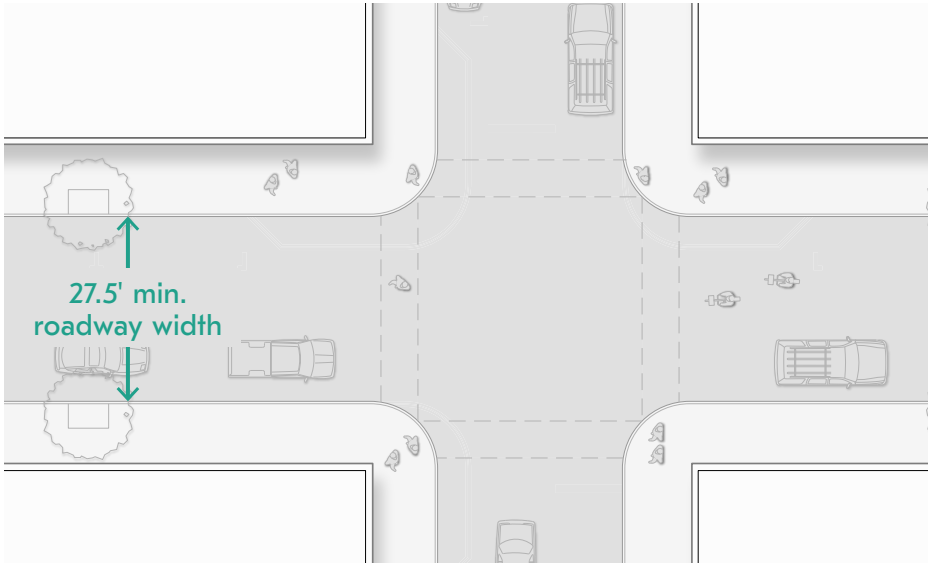
Note:

- Projects can be permitted where there is metered on-street parking. These will be reviewed on a case-by-case basis with final approval from ATLDOT.

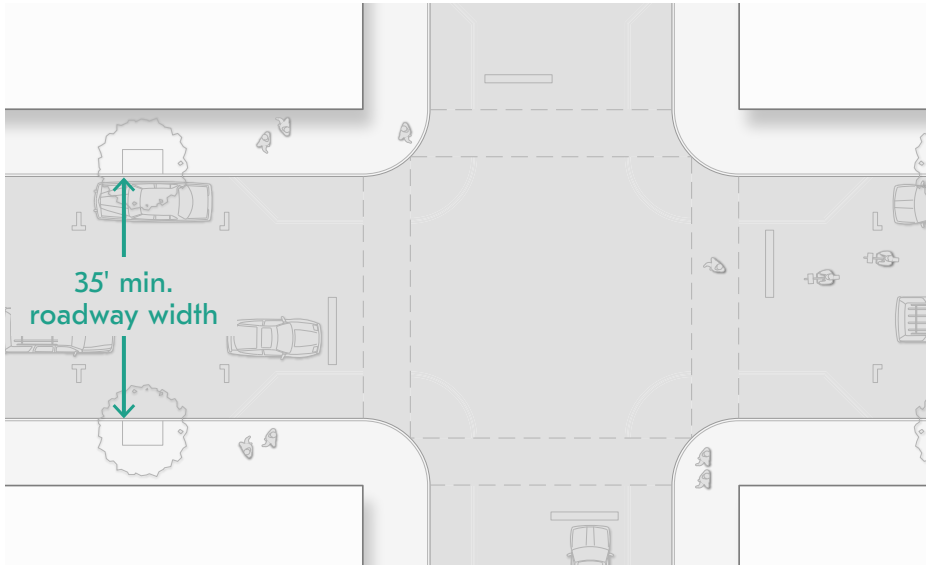
EXISTING STREET CONDITIONS

Below are the typical existing conditions of streets where tactical curb extensions are permitted:

1A: PARKING ON ONE SIDE



1B: PARKING ON BOTH SIDES



1 CURB EXTENSION

MATERIAL OPTIONS

Striping

Acceptable striping for **Demonstration** installations include:

- [ ] Traffic tape
- [ ] Striping chalk
- [ ] Striping spray paint

Acceptable striping for **Pilot** installations include:

- [ ] Traffic paint with reflective beads
- [ ] Thermoplastic traffic striping

Vertical Barriers with Reflective Bands

Acceptable barriers for **Demonstration** installations include any combination of the following:

- [ ] Traffic cones (up to one week only)
- [ ] Traffic barrels
- [ ] Planters

Acceptable barriers for **Pilot** installations include any combination of the following::

- [ ] Wheel stops
- [ ] Flex posts
- [ ] Sand-filled jersey barriers
- [ ] Concrete barriers
- [ ] Planters

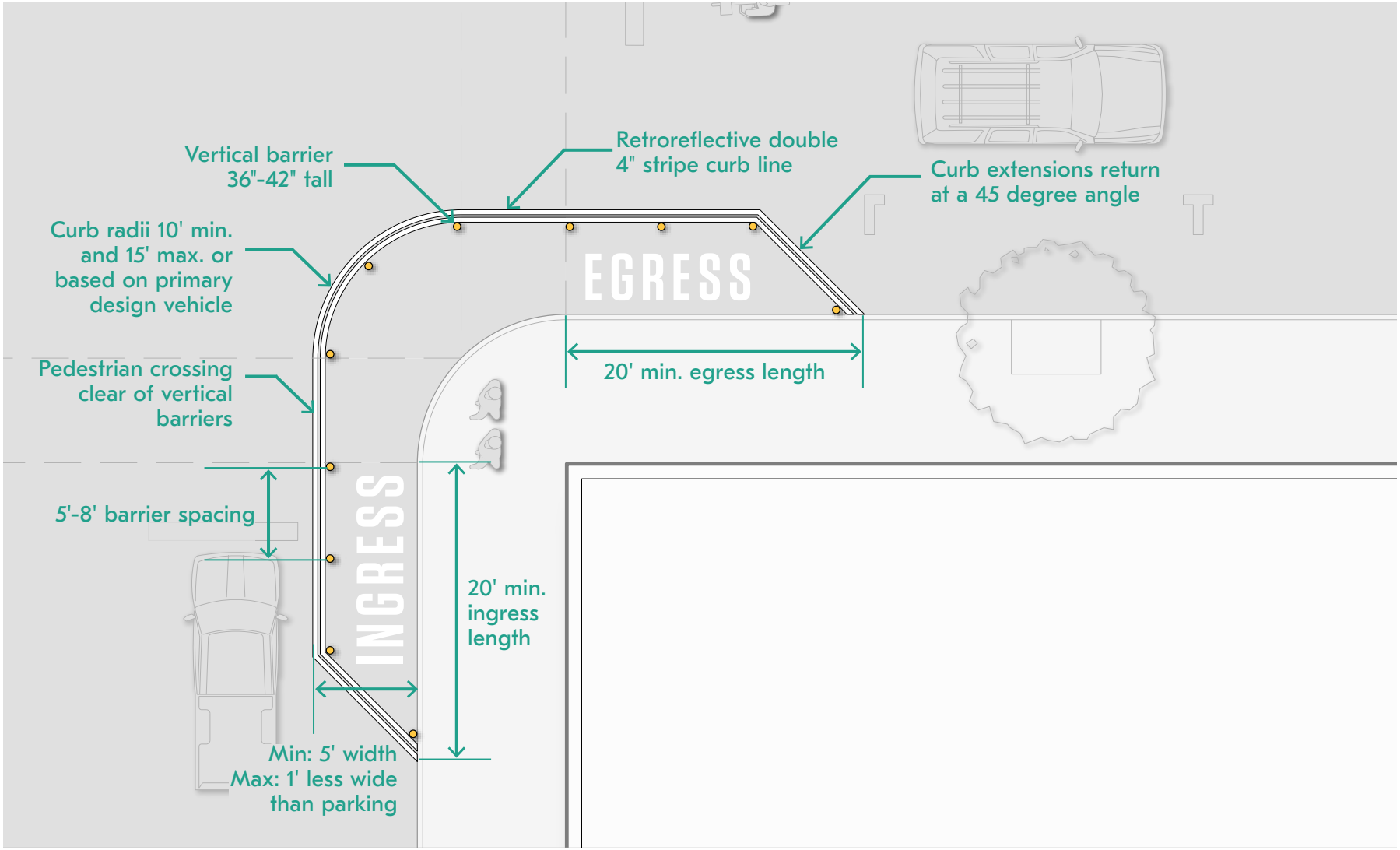
OPTIONAL ENHANCEMENTS

The following enhancements are permissible, but not required:

- [ ] Pedestrian space art

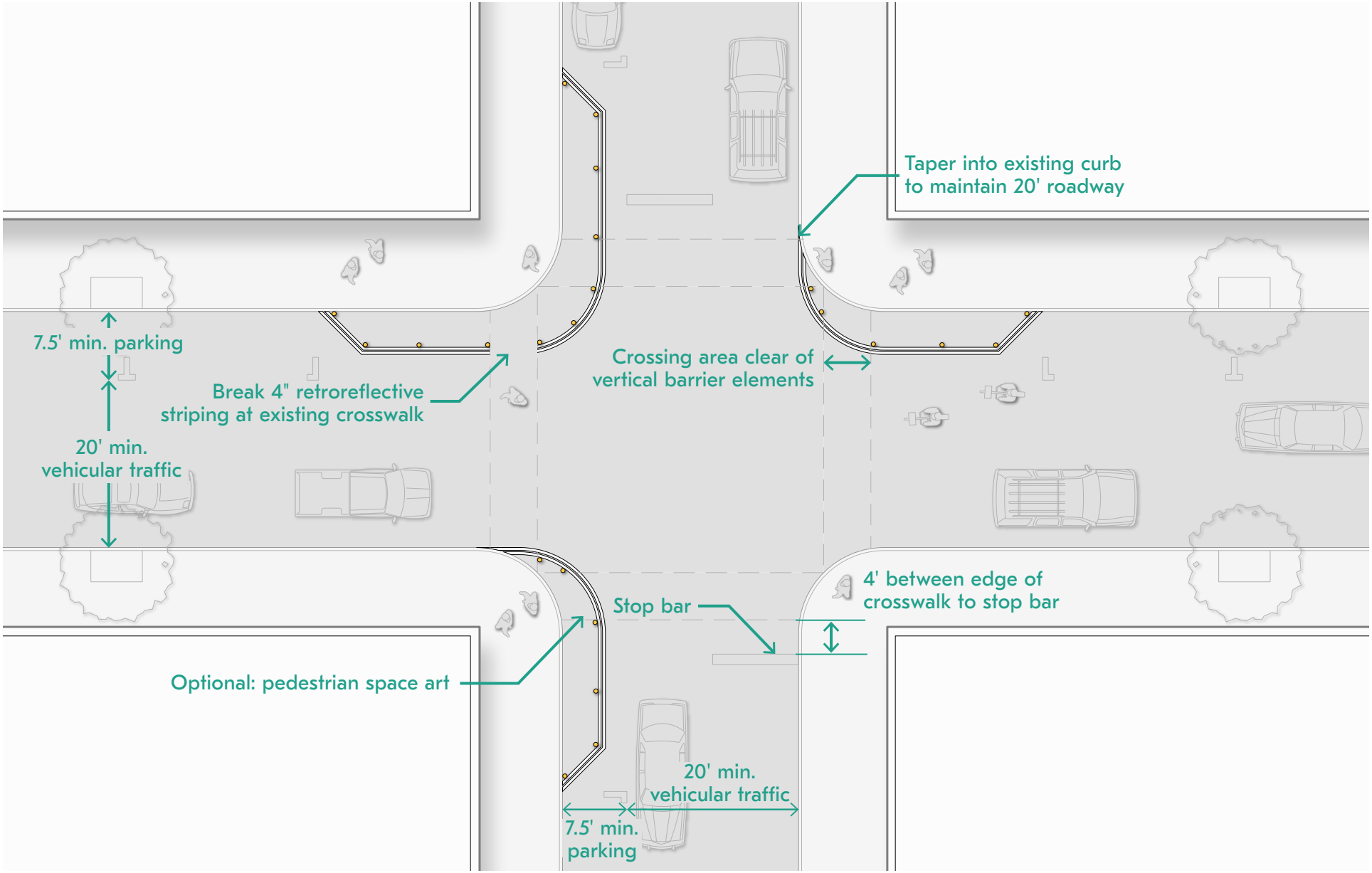
DETAIL

Below is a visual representation of the requirements and enhancements:

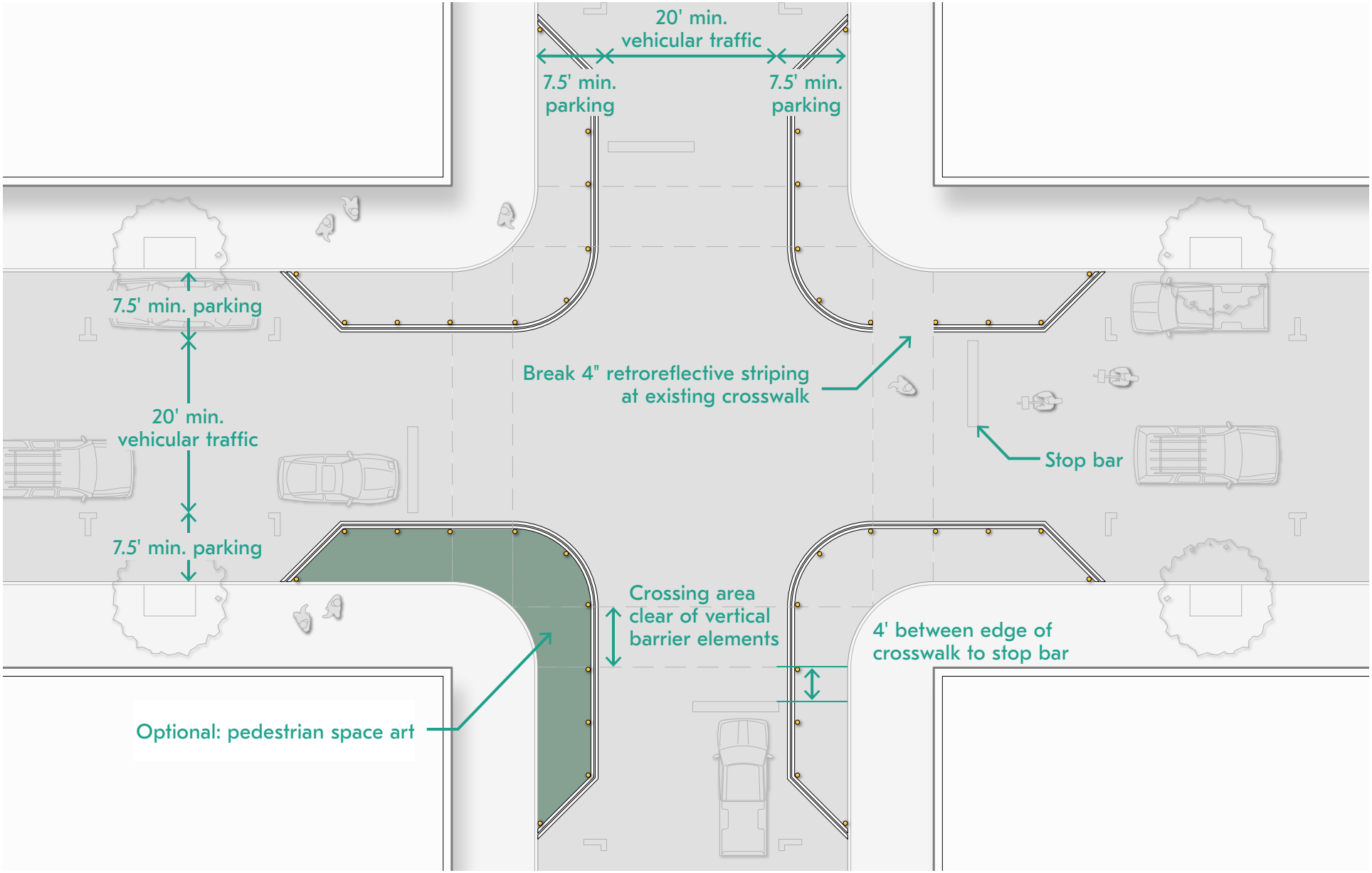


1 CURB EXTENSION

1A: PARKING ON ONE SIDE



1B: PARKING ON BOTH SIDES

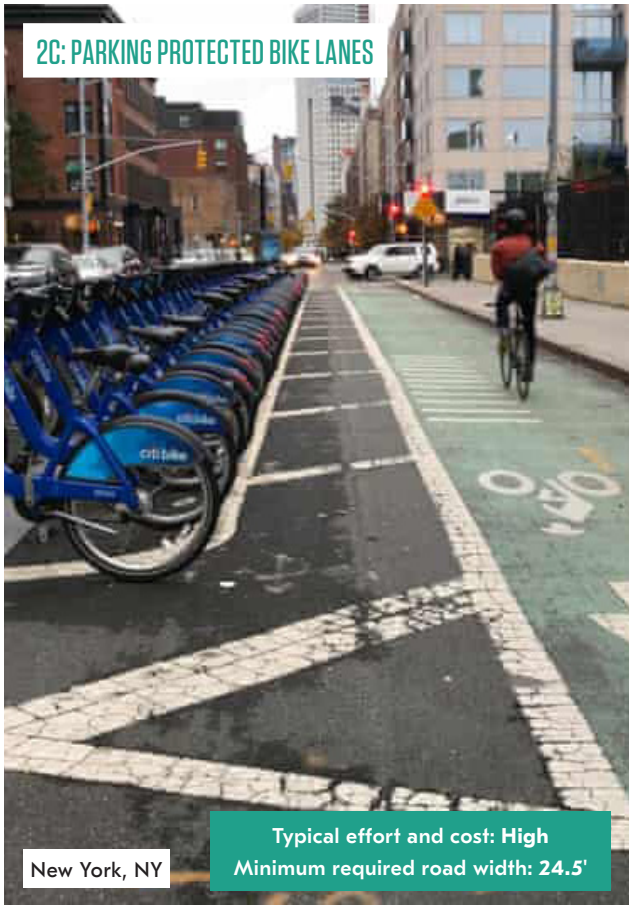


2 DEMONSTRATION BIKE/LIT LANES

WHAT ARE DEMONSTRATION BIKE/LIT LANES?

Bike and Light Individual Transportation (LIT) lanes are a portion of the roadway that is temporarily designated for the preferential or exclusive use of cyclists, scooter riders, or other micromobility forms of transportation. They are designated by temporary striping, signage, pavement markings, and/or barriers that provide separation from vehicular travel lanes.

Bike lanes allow non-vehicular users to ride safely on streets separated from motor vehicles. Pop-up bike lanes help fill gaps in a bike network or help enhance existing bike lanes. Pop-up bike lanes help advocates safely demonstrate mobility opportunities by testing out new roadway configurations.



WHERE IS IT PERMITTED?

Pop-up bike lane projects must meet the following criteria:

- ☐ City owned right-of-way (see map)
- ☐ Local or collector street (see map)

Notes:

- Proposed pop-up bike lanes are temporary in nature and are not intended to be "designated bicycle lanes" as defined in the City of Atlanta Code of Ordinances. They are temporary projects that will be in place for a limited time solely for the purpose of evaluating alternative plans
- All design options can accommodate a contraflow option. A contraflow lane is a lane in which traffic flows in the opposite direction of the surrounding lanes. Contraflow designs may require additional consideration, please reach out to ATLDOT before submitting
- For projects intended to last longer than 30 days please contact ATLDOT for additional guidance
- Projects can be permitted where there is metered on-street parking. These will be reviewed on a case-by-case basis with final approval from ATLDOT

EXISTING STREET CONDITIONS

If a bike lane(s) does not currently exist:

- Convert an existing general purpose travel lane into a bike lane. A roadway must have at least two lanes in each direction
- Narrow an existing travel lane. The lane must be at least 14' wide if it is not a bus and/or truck route, or at least 15' wide if it is a bus and/or truck route before the pop-up lane
- A project must have support from adjacent residents and/or businesses
- Ensure at least four rideable feet where pavement is in a state of good repair and free from hazards such as overgrown vegetation and improperly installed storm grates.

If a bike lane(s) currently exists, proposers may:

- Create a 2'-4' buffer if the existing adjacent travel lane is at least 12'-14' wide if it is not a bus and/or truck route, or 13'-15' wide if it is a bus and/or truck route.
- Add barriers to an existing buffer if the buffer is greater than or equal to a 2' width. No vertical barriers should be placed within 10' of a driveway or curb cut.

2 DEMONSTRATION BIKE/ LIT LANES

MATERIAL OPTIONS

Striping

Acceptable striping for **Short Demonstration** installations (1 to 7 days) include:

- ☐ Traffic tape
- ☐ Striping chalk
- ☐ Striping spray paint

Acceptable striping for **Long Demonstration** installations (7 to 30 days) include:

- ☐ Traffic paint with reflective beads
- ☐ Thermoplastic traffic striping

Signage

- ☐ Weather-resistant and displayed on fixed posts or sandwich boards

Vertical Barriers with Reflective Bands for Protected and Parking Protected Only

Acceptable barriers for **Short Demonstration** installations include:

- ☐ Traffic cones
- ☐ Traffic barrels
- ☐ Planters
- ☐ Empty or sand-filled jersey barriers

Acceptable barriers for **Long Demonstrations** installations include:

- ☐ Traffic barrels
- ☐ Planters
- ☐ Empty or sand-filled jersey barriers

OPTIONAL ENHANCEMENTS

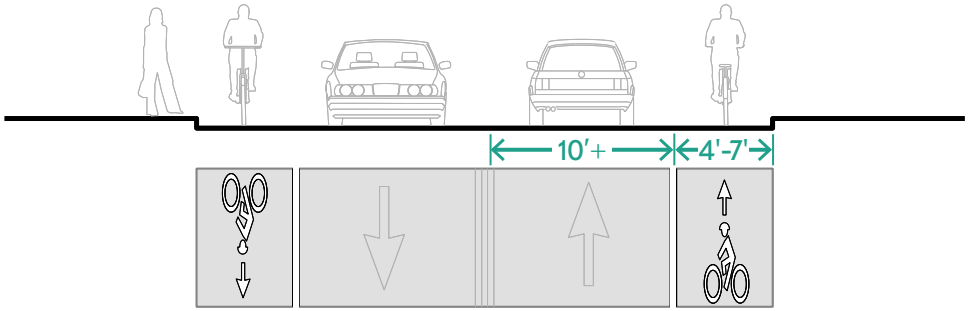
The following enhancements are permissible, but not required:

- ☐ Dashed white lines at curb cuts and driveways
- ☐ Green bike lane conflict striping at curb cuts and driveways

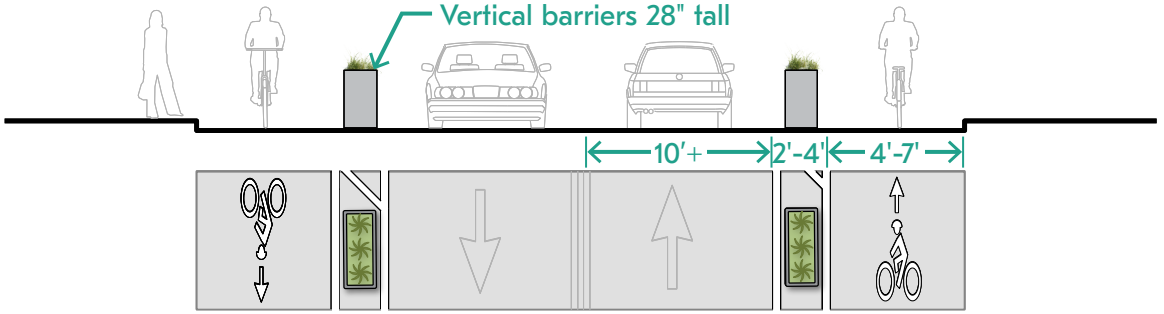
Additional enhancements for **Protected** and **Parking Protected** installations only include:

- ☐ White crosshatching striping in buffer

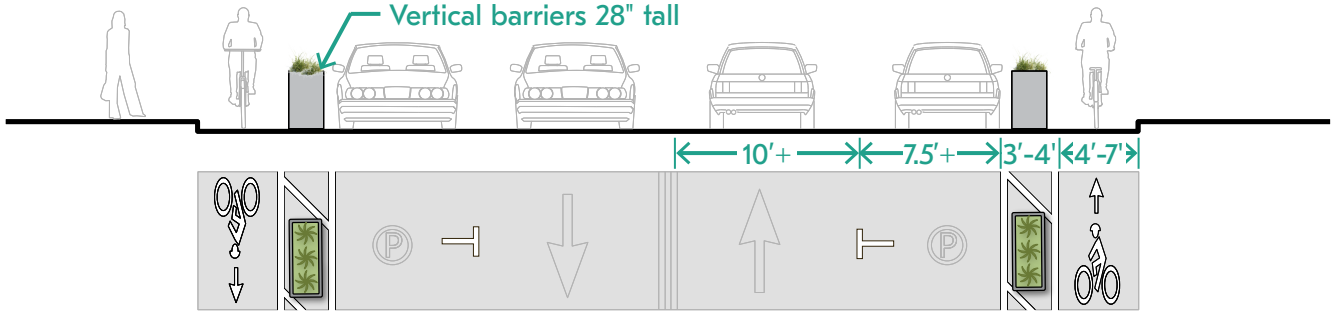
2A: CONVENTIONAL BIKE LANES



2B: PROTECTED BIKE LANES

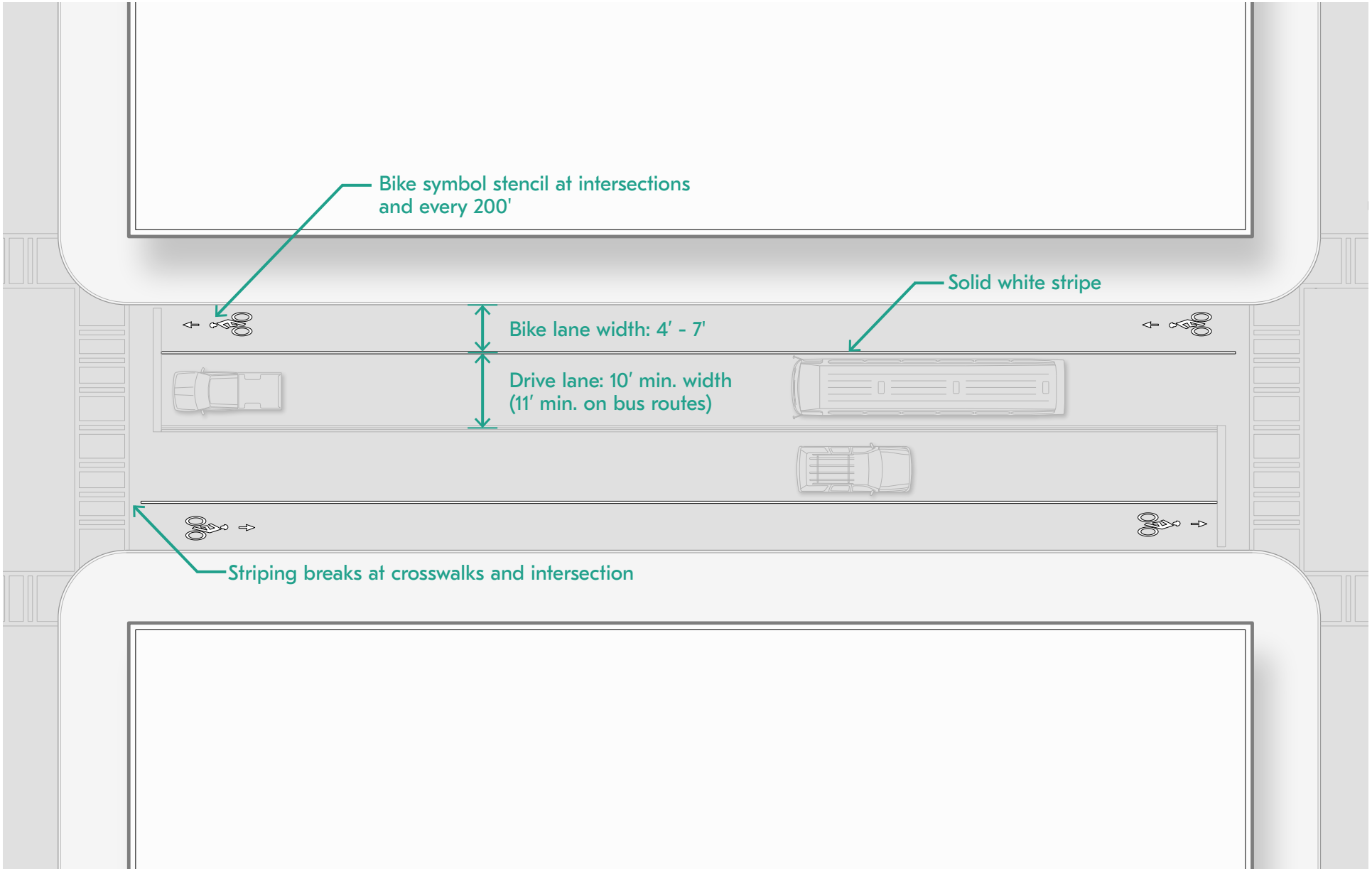


2C: PARKING PROTECTED BIKE LANES

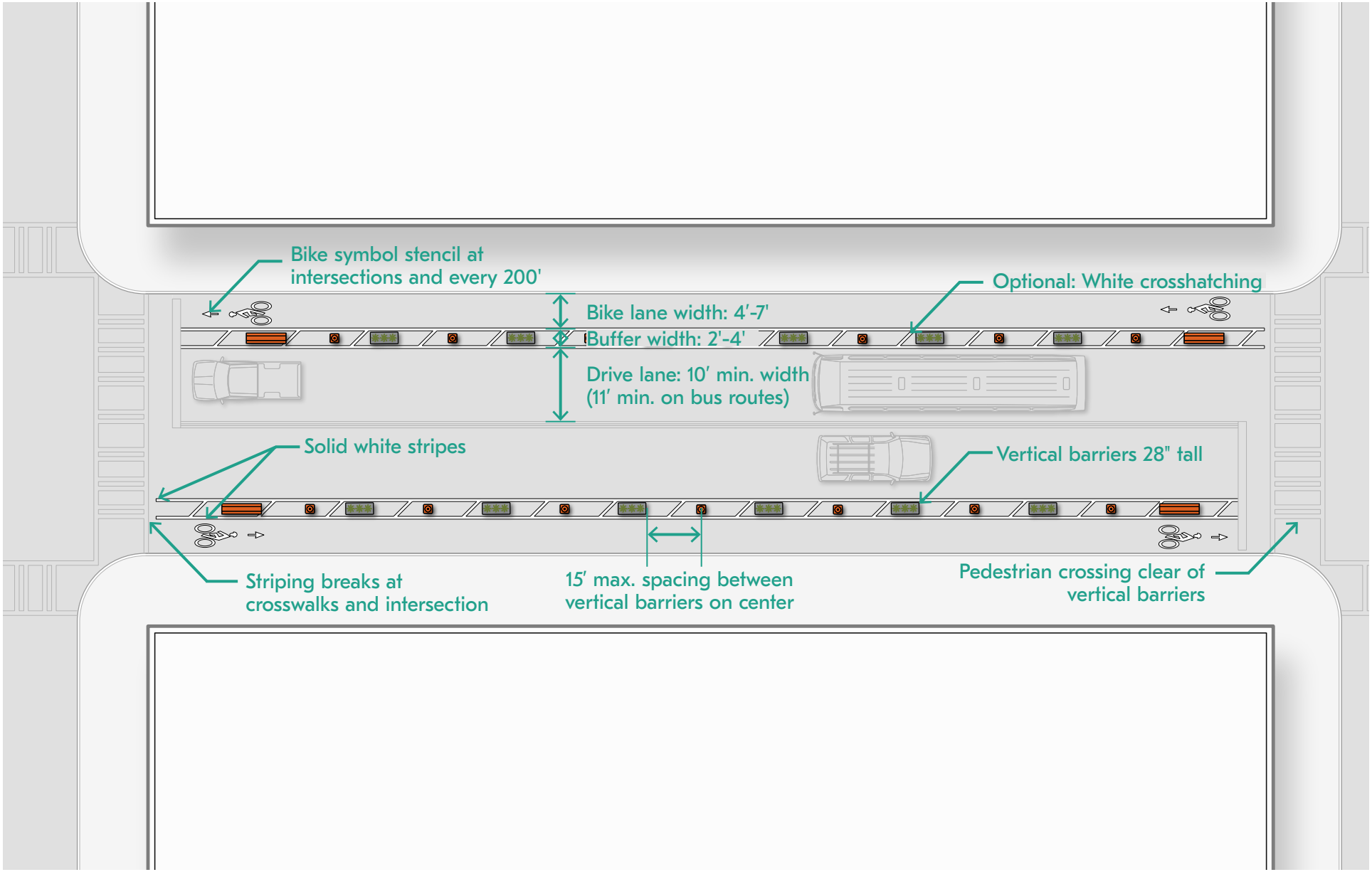


2 DEMONSTRATION BIKE/LIT LANES

2A: CONVENTIONAL BIKE LANES

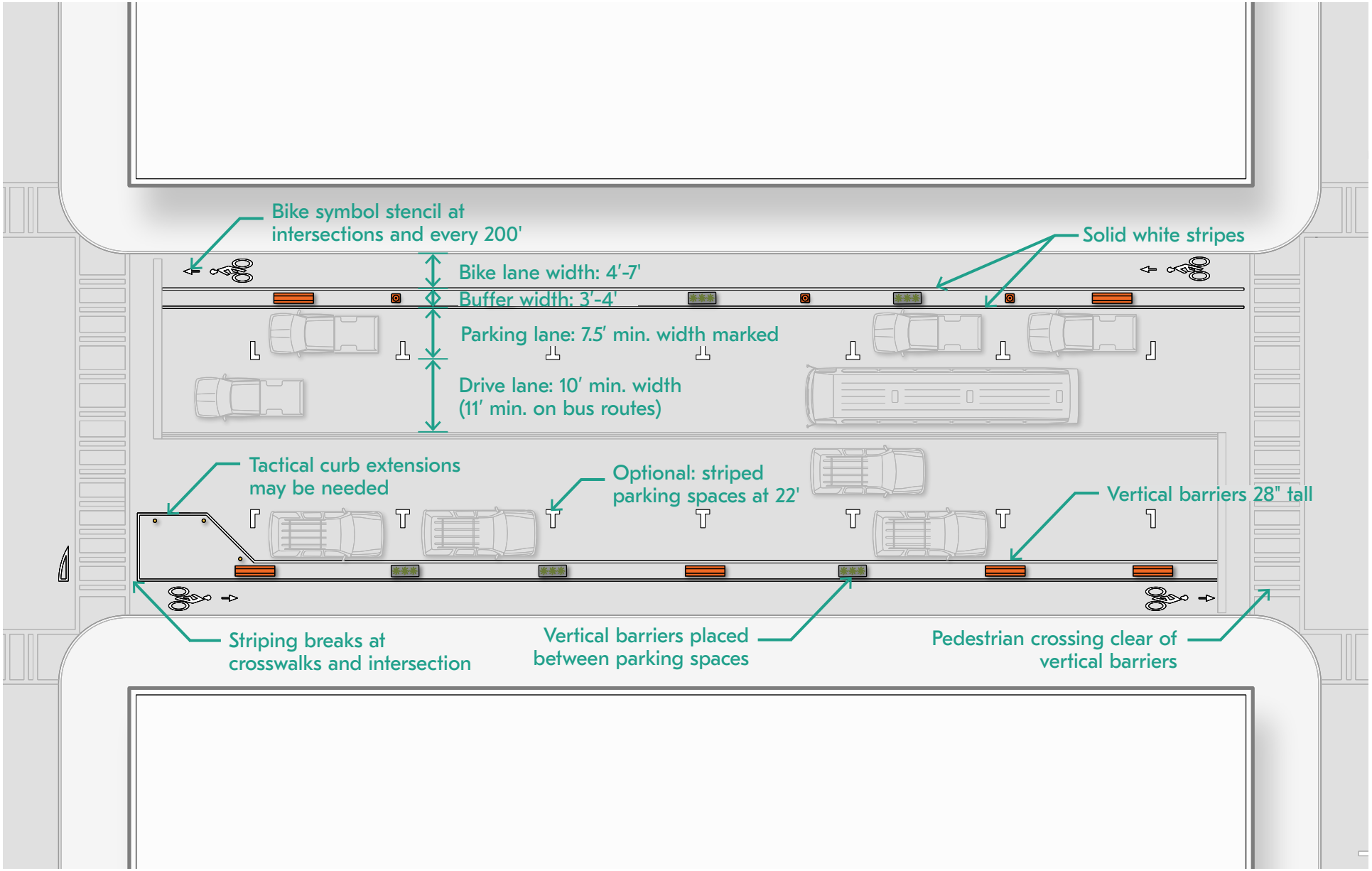


2B: PROTECTED BIKE LANES



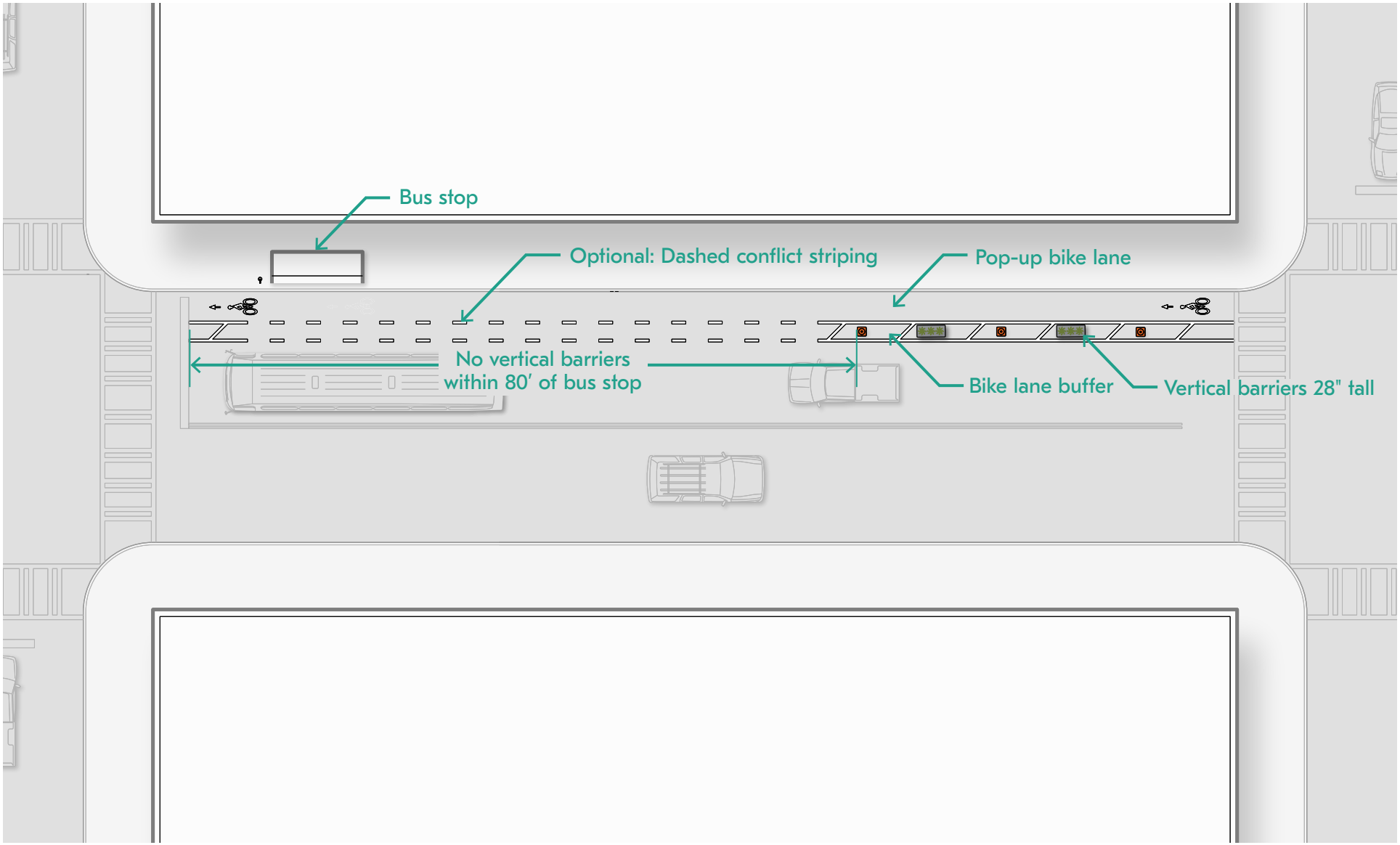
2 DEMONSTRATION BIKE/LIT LANES

2C: PARKING PROTECTED BIKE LANES



BIKE LANES ADJACENT TO BUS STOPS

Below is a visual representation of the requirements for bike lanes adjacent to bus stops:

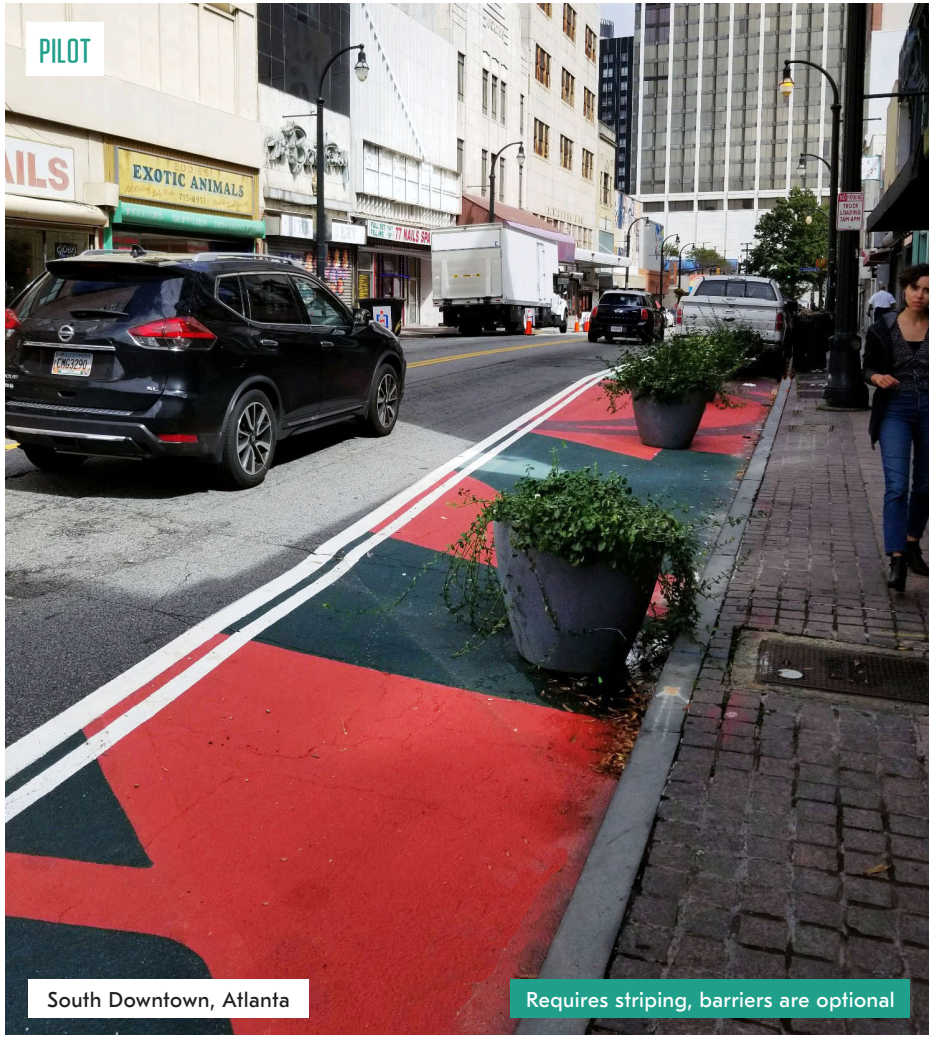


3 LANE NARROWING

WHAT IS LANE NARROWING?

Lane narrowing removes excess width from existing traffic lanes without changing the number of lanes. This can occur in areas where there are safety and speeding concerns, or on roadways where existing lane widths are greater than the required minimum.

Lane widths should be considered when delineating space to serve all needs including travel lanes, safety islands, bike lanes and sidewalks. Lane narrowing can help improve safety for pedestrians and reduce crossing distances.



WHERE IS IT PERMITTED?

Lane narrowing is permitted on curbside lanes of streets that meet the following criteria:

- ☐ City owned right-of-way (see map)
- ☐ Local and collector streets, and arterials with pre-approval (see map)
- ☐ Where lane widths exceed 10', or 11' if a freight or bus route
- ☐ Street lighting exists along roadway

Applicants should consider impacts to the following:

- School bus routes
- Emergency service access
- Truck volumes
- Commercial loading
- Delivery zones
- On-street parking

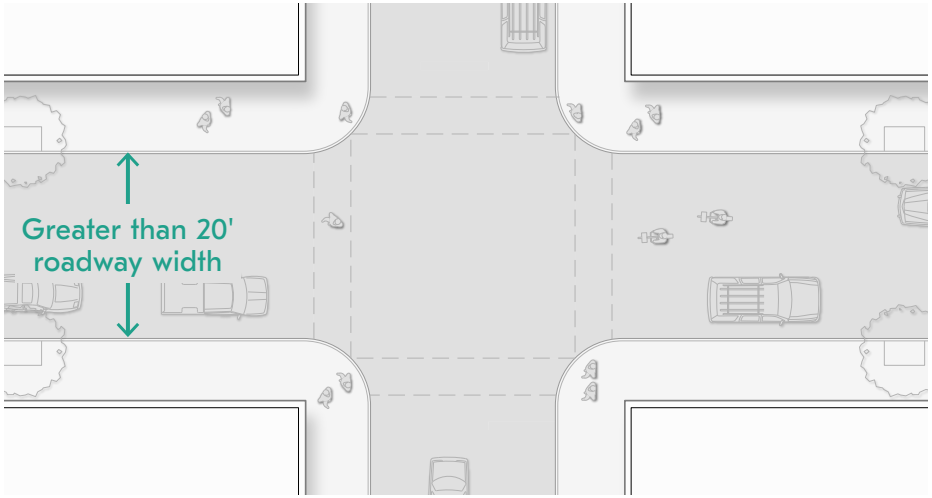
Notes:

- Lane narrowing should be consistent along a roadway so that the entire block and/or multiple blocks have a similar cross section.
- Projects can be permitted where there is metered on-street parking. These will be reviewed on a case-by-case basis with final approval from ATLDOT

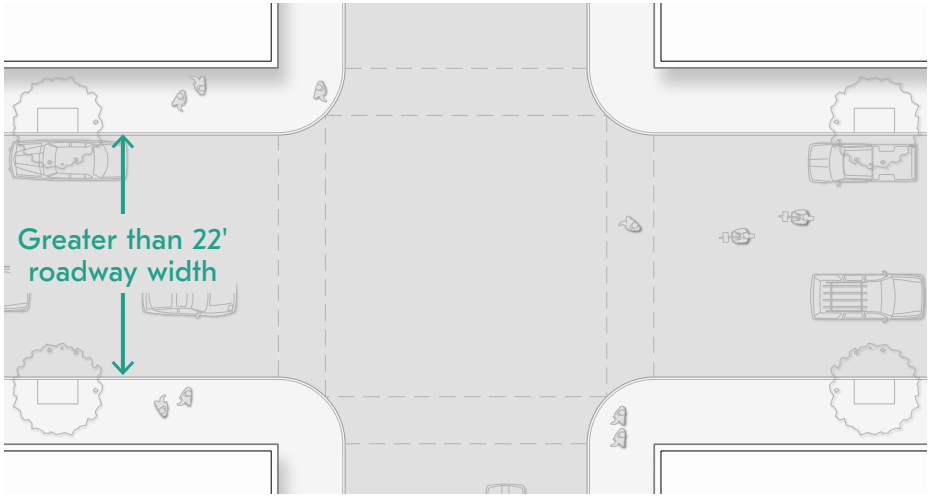
EXISTING STREET CONDITIONS

Below are the typical existing conditions of streets where lane narrowing is permitted:

NON FREIGHT OR BUS ROUTE



FREIGHT OR BUS ROUTE



3 LANE NARROWING

MATERIAL OPTIONS

Striping

Acceptable striping for **Demonstration** installations include:

- ☐ Traffic tape
- ☐ Striping chalk
- ☐ Striping spray paint

Acceptable striping for **Pilot** installations include:

- ☐ Traffic paint with reflective beads
- ☐ Thermoplastic traffic striping

Vertical Barriers with Reflective Bands

Acceptable barriers for **Demonstration** installations include:

- ☐ Traffic cones (up to one week only)
- ☐ Traffic barrels
- ☐ Planters
- ☐ Empty or sand-filled jersey barriers

Acceptable barriers for **Pilot** installations include:

- ☐ Wheel stops
- ☐ Flex posts
- ☐ Sand-filled jersey barriers
- ☐ Concrete barriers
- ☐ Planters

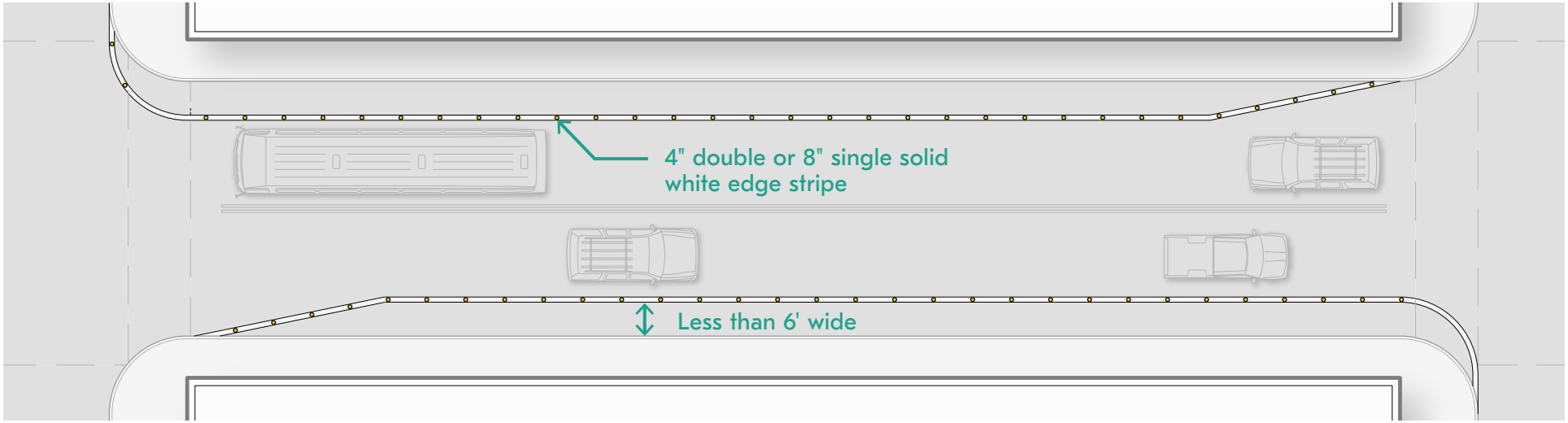
OPTIONAL ENHANCEMENTS

The following enhancements are permissible in **Pilot** installations only, but not required:

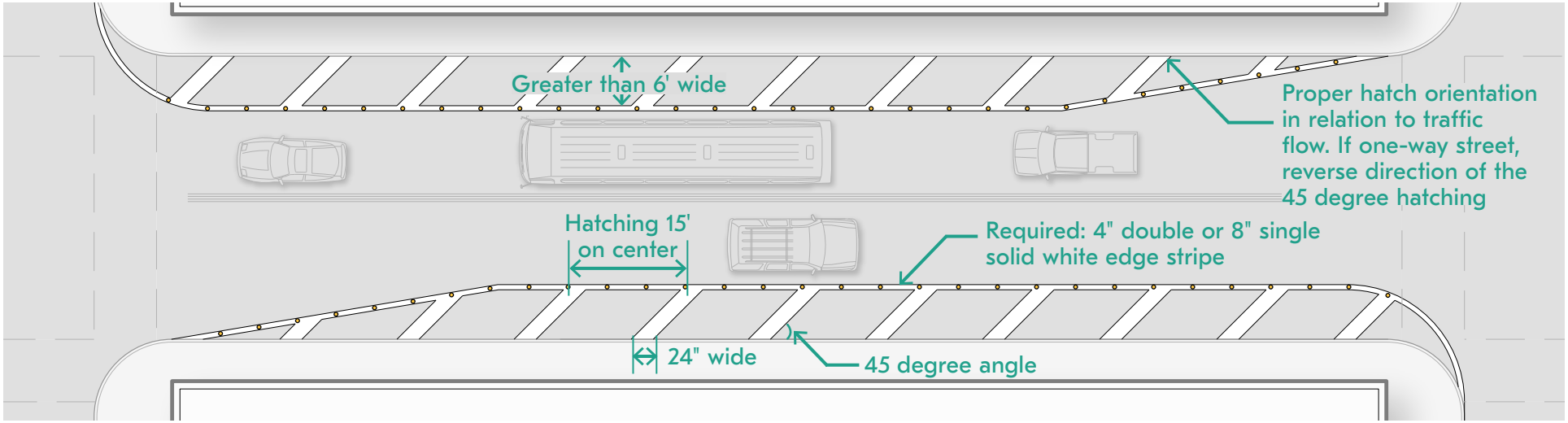
- ☐ Pedestrian space art

STRIPING

LANE NARROWING LESS THAN 6'



OPTIONAL: LANE NARROWING GREATER THAN 6'



3 LANE NARROWING

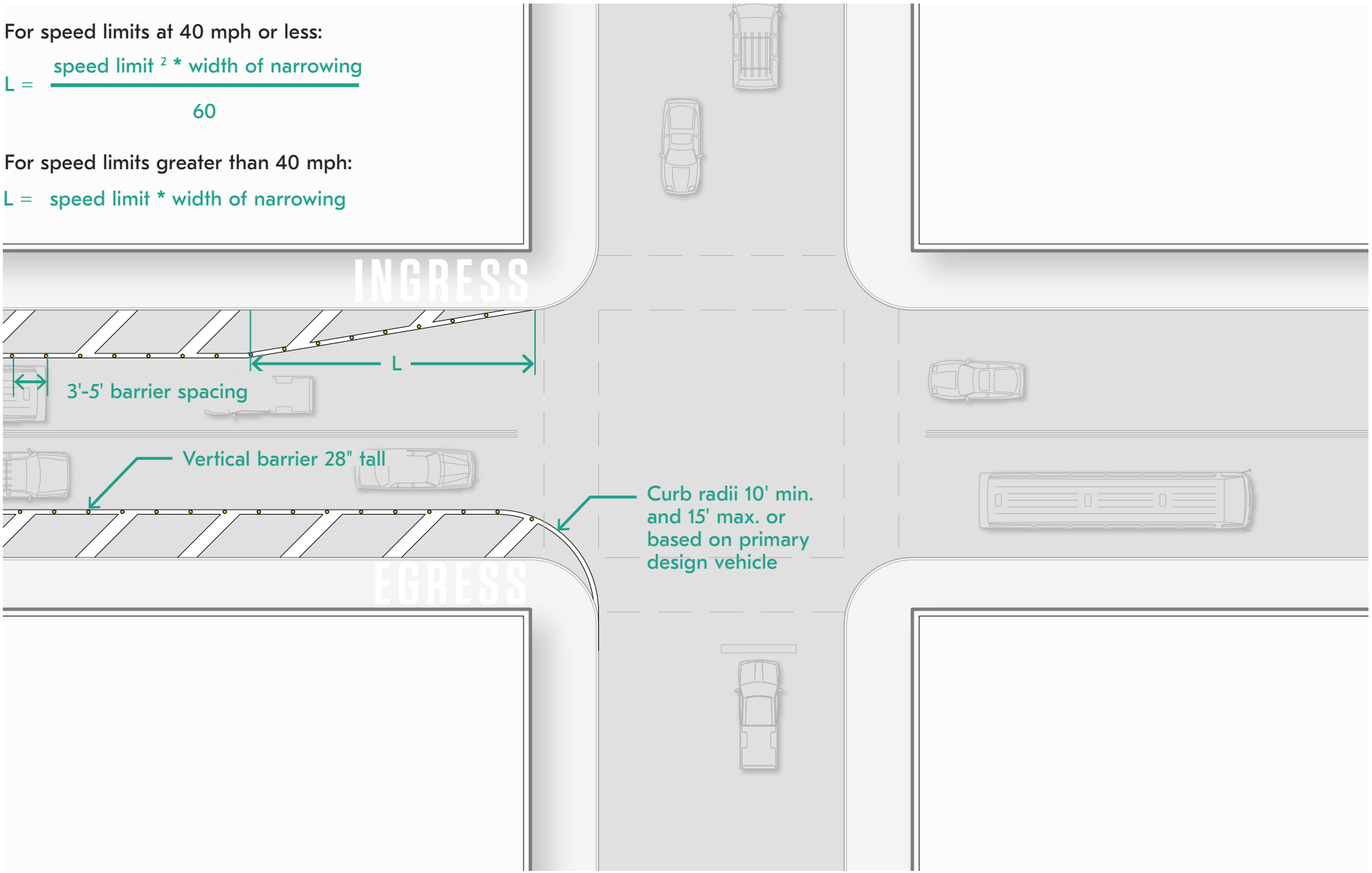
TERMINUS OPTION A

For speed limits at 40 mph or less:

$$L = \frac{\text{speed limit}^2 * \text{width of narrowing}}{60}$$

For speed limits greater than 40 mph:

$$L = \text{speed limit} * \text{width of narrowing}$$



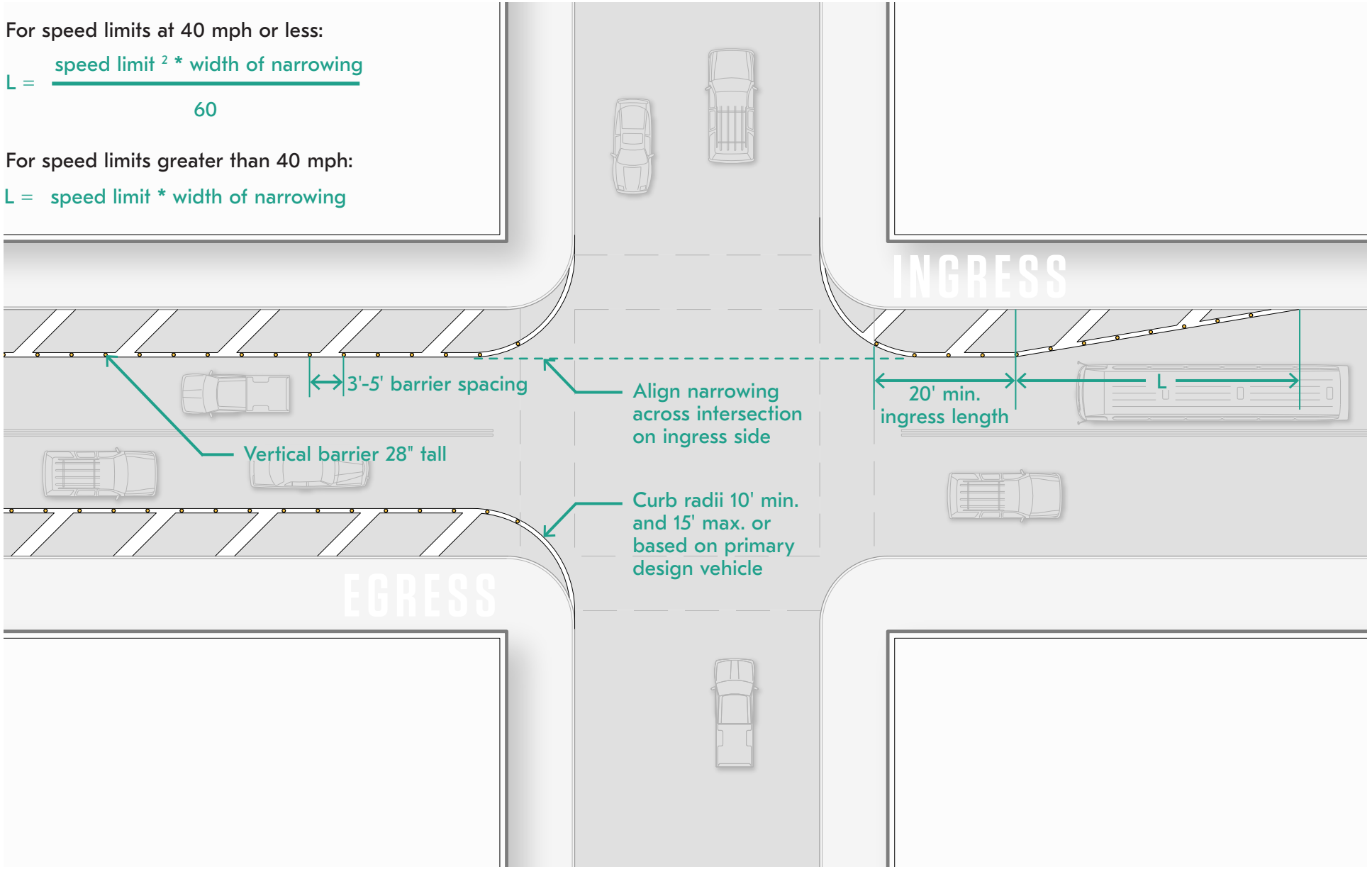
TERMINUS OPTION B

For speed limits at 40 mph or less:

$$L = \frac{\text{speed limit}^2 * \text{width of narrowing}}{60}$$

For speed limits greater than 40 mph:

$$L = \text{speed limit} * \text{width of narrowing}$$



4 SLOW SHARED STREET

WHAT IS A SLOW SHARED STREET?

Slow shared streets are streets dedicated to local vehicular traffic only. By prohibiting vehicular through traffic, the street functions as a shared space that better accommodates pedestrian and cyclists.

Slow shared streets incentivize lower vehicular speeds, making residential streets safer for pedestrians and cyclists and providing additional public space for local residents.

WHERE IS IT PERMITTED?

Slow shared streets are permitted on streets that meet all of the following criteria:

- ☐ City owned right-of-way (see map)
- ☐ Local street (see map)
- ☐ Not a key fire department route (determined by ATLDOT)
- ☐ Not on a MARTA bus route
- ☐ Existing 25 MPH speed limit

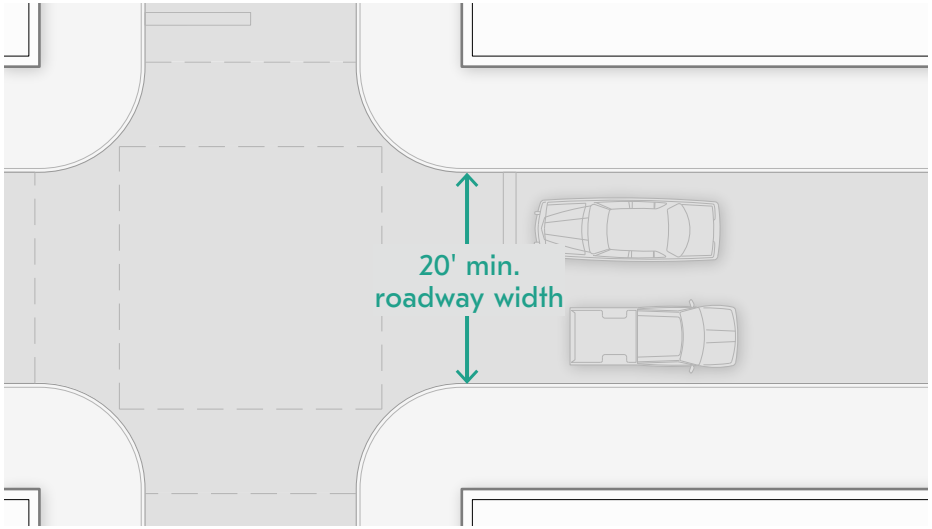
Notes:

- Minimum barricade and signage placement: at each block end
- Maximum barricade and signage placement: every 100' of block
- Projects can be permitted where there is metered on-street parking. These will be reviewed on a case-by-case basis with final approval from ATLDOT

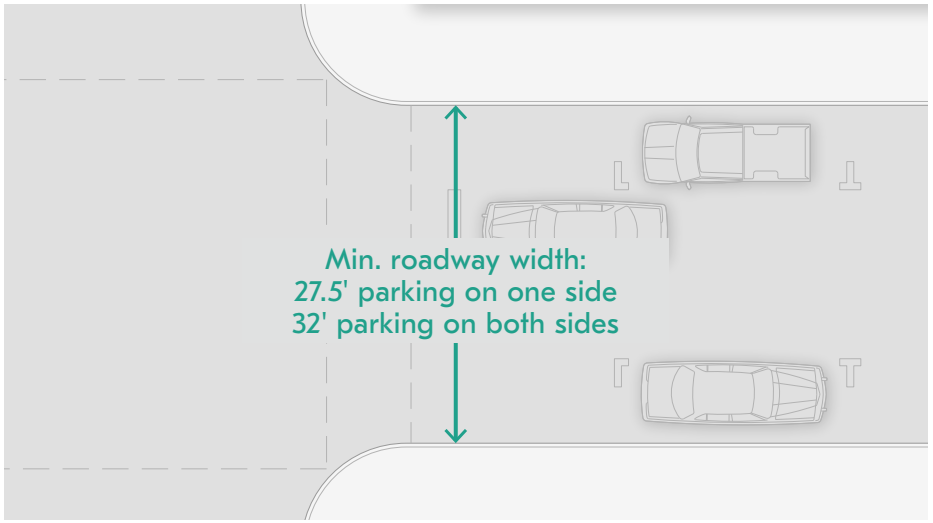
EXISTING STREET CONDITIONS

Below are the typical existing conditions of streets where slow shared streets are permitted:

4A: NO ON-STREET PARKING



4B: ON-STREET PARKING



4 SLOW SHARED STREET

MATERIAL OPTIONS

Vertical Barriers with Reflective Bands

Acceptable barriers for **Demonstration** installations include:

- [ ] Traffic cones (up to one week only)
- [ ] Traffic barrels
- [ ] Planters
- [ ] Empty or sand-filled jersey barriers
- [ ] Type III barricade

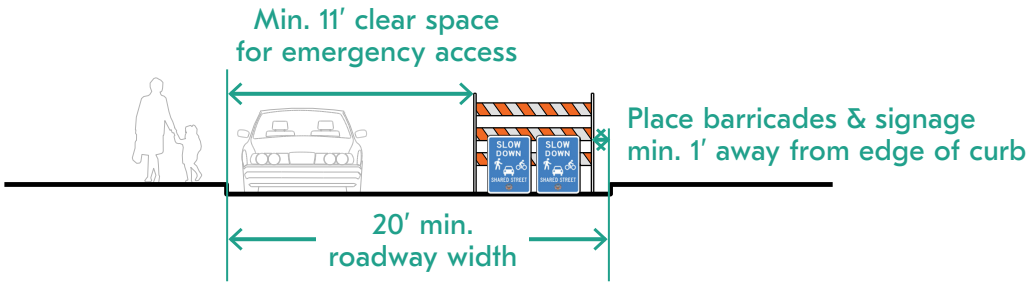
Acceptable barriers for **Pilot** installations include:

- [ ] Sand-filled jersey barriers
- [ ] Planters
- [ ] Type III barricade

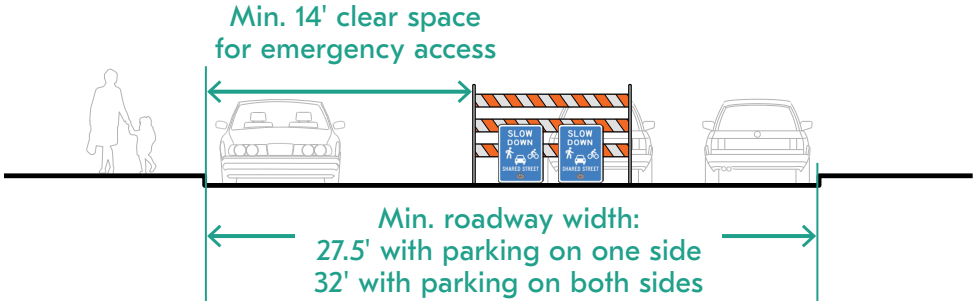
Signage

- [ ] Slow shared street signage with locally relevant conditions at each intersection (template provided by ATLDOT)

4A: NO ON-STREET PARKING



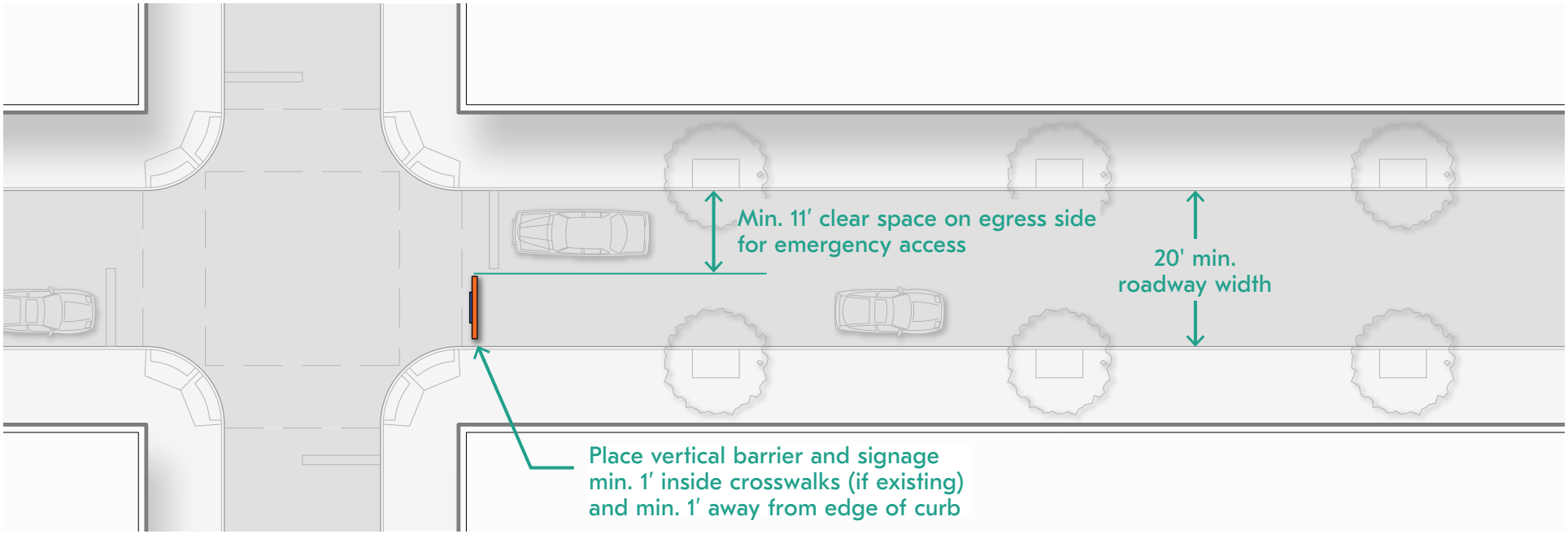
4B: ON-STREET PARKING



4 SLOW SHARED STREET

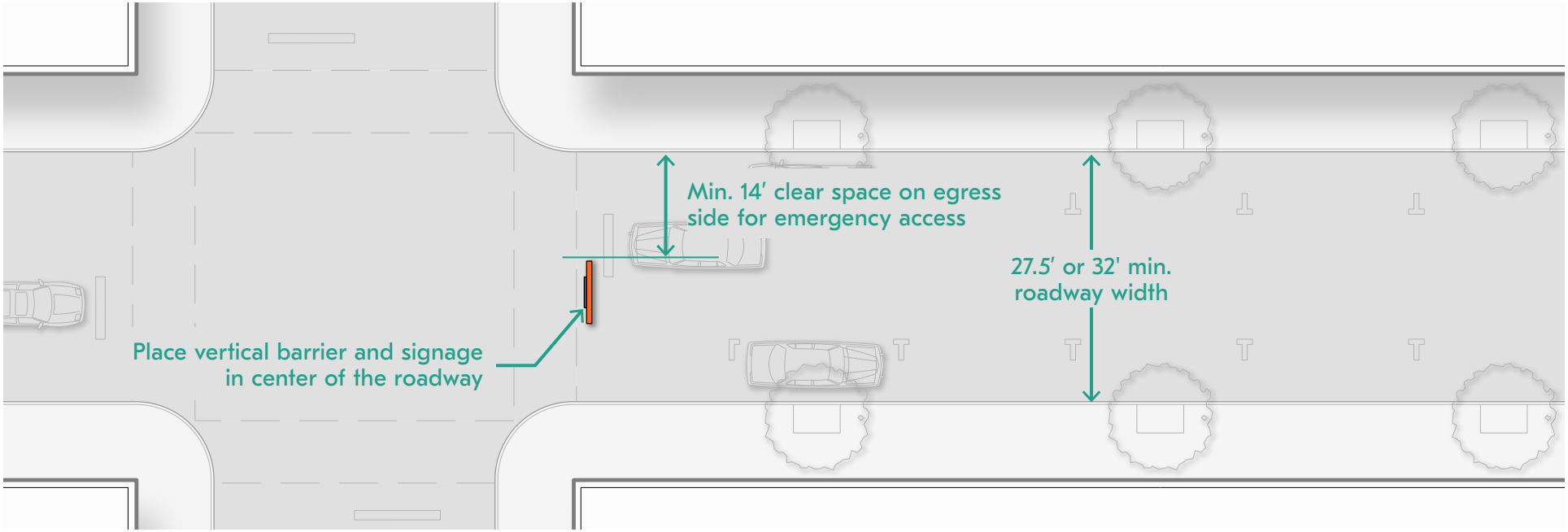
4A: NO ON-STREET PARKING

Place barricades and signage on approach side at block ends



4B: ON-STREET PARKING

Place barricades and signage in the center of the roadway at block ends



5 SLIP LANE CLOSURE

WHAT IS A TACTICAL SLIP LANE CLOSURE?

A slip lane is an intersection treatment that allows people to make turns without entering an intersection. They are generally used to allow vehicles to quickly make a right turn. Although slip lanes may be necessary in some conditions, they often adversely impact cyclist and pedestrian safety. Therefore, many cities across the globe are repurposing slip lanes for other uses.

Speeding is a core contributor to fatal crashes. The City of Atlanta prioritizes speed management through its Vision Zero program to protect vulnerable users such as pedestrians and bicyclists. Converting slip lanes from fast-moving motor vehicular spaces to safer pedestrian and bicycle spaces can help reduce and ultimately eliminate conflicts.

DEMONSTRATION

Los Angeles, CA

PILOT

Sylvan Hills, Atlanta

WHERE IS IT PERMITTED?

Tactical slip lane closures must meet the following criteria:

- ☐ City owned right-of-way (see map)
- ☐ Rush hour right turn volumes are less than 100 vehicles per hour*

*Applicants may need to collect manual counts and volume during the pre-approval process. If unable, ATLDOT can analyze the slip lane location.

Notes:

- If a slip lane is determined by ATLDOT to not be eligible for closure, then narrowing the slip lane or increasing the intersection angle may be considered.

Where slip lanes may be most beneficial:

- Intersections
- Neighborhood triangle intersections
- Right-turning vehicles cross a bike lane by using the slip lane
- Where alternate routes exist for vehicles to make similar right turn movements

ADDITIONAL CONSIDERATIONS

Prior to submittal we recommend coordinating with ATLDOT on the following considerations. Please submit inquiries to: *transportationplanreview@atlantaga.gov*

Lane width and receiving lanes
The receiving lane(s) must be wide enough to accommodate the new turning movement after the slip lane closure. ATLDOT will advise on a case-by-case basis.

Connection to right turn lane
Signage and markings will be required when a slip lane is an extension of a dedicated right turn lane.

Heavy vehicles and truck routes
If heavy vehicles commonly use the slip lane (fire trucks, buses, delivery trucks, etc.), or if the destination street is a defined truck route (see *Cargo Atlanta* pg 10 here), then the new right turn corner radius after the slip lane closure must accommodate those vehicles and may need to be larger.

5 SLIP LANE CLOSURE

MATERIAL OPTIONS

Striping

Acceptable striping for **Demonstration** installations include:

- [ ] Traffic tape
- [ ] Striping chalk
- [ ] Striping spray paint

Acceptable striping for **Pilot** installations include:

- [ ] Traffic paint with reflective beads
- [ ] Thermoplastic traffic striping

Vertical Barriers with Reflective Bands

Acceptable barriers for **Demonstration** installations include:

- [ ] Traffic cones

The following barriers must be 36" min. height, 42" max. height

- [ ] Planters

Additional barriers for **Pilot** installations include:

- [ ] Flex posts
- [ ] Sand filled jersey barriers
- [ ] Traffic barrels

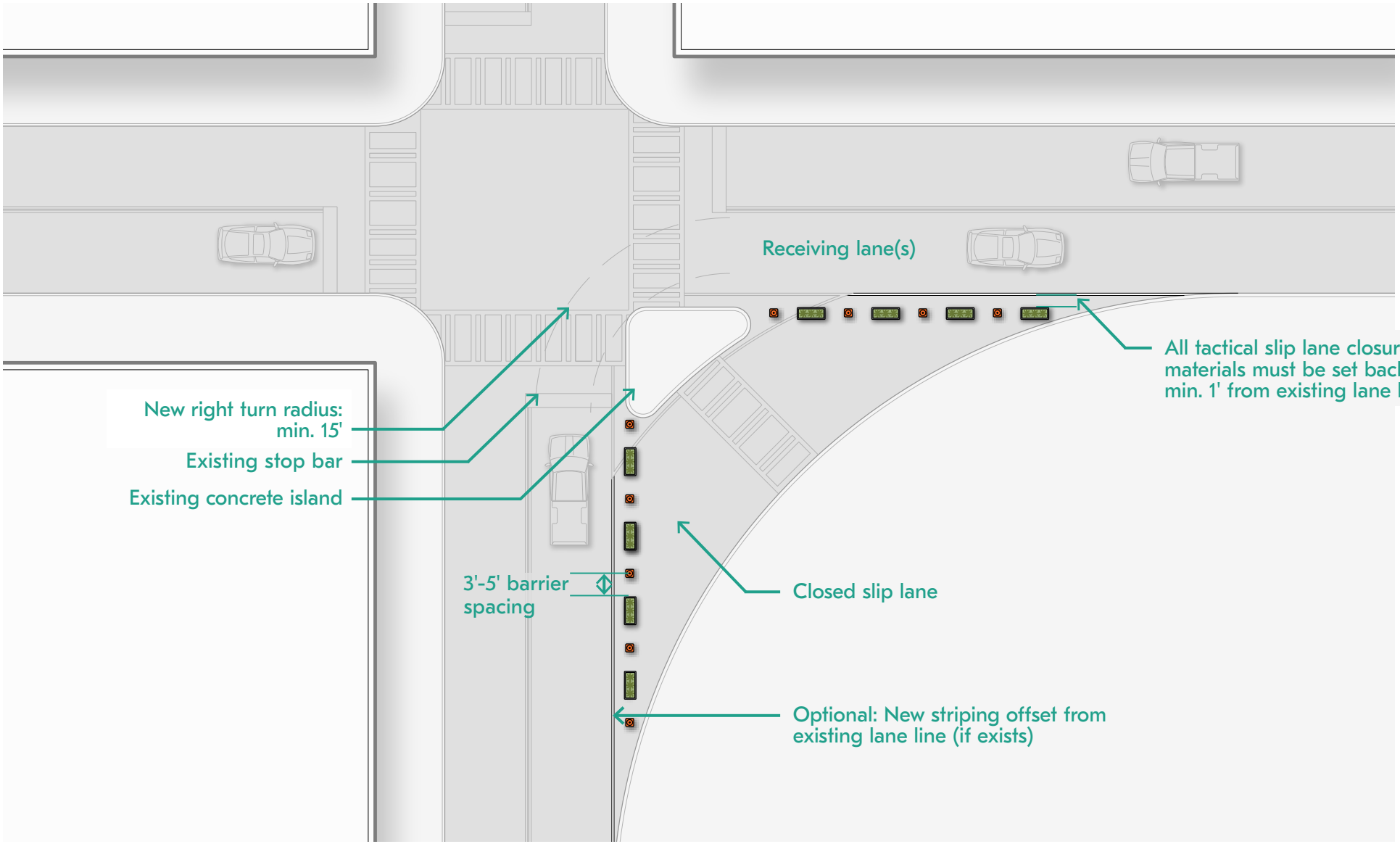
OPTIONAL ENHANCEMENTS

The following enhancements are permissible, but not required:

- [ ] Pedestrian space art
- [ ] Furniture

DETAIL

Below is a visual representation of the requirements and enhancements:



6 WALK LANE

WHAT IS A WALK LANE?

A tactical walk lane is a dedicated pedestrian path carved out of an existing roadway. By narrowing the roadway additional space is dedicated to pedestrians.

Tactical walk lanes provide low cost pedestrian infrastructure in locations where sidewalks may not be present or are insufficient to accommodate pedestrian traffic.

Adams Park, Atlanta

Chosewood Park, Atlanta

WHERE IS IT PERMITTED?

Walk lanes are permitted on streets that meet all of the following criteria:

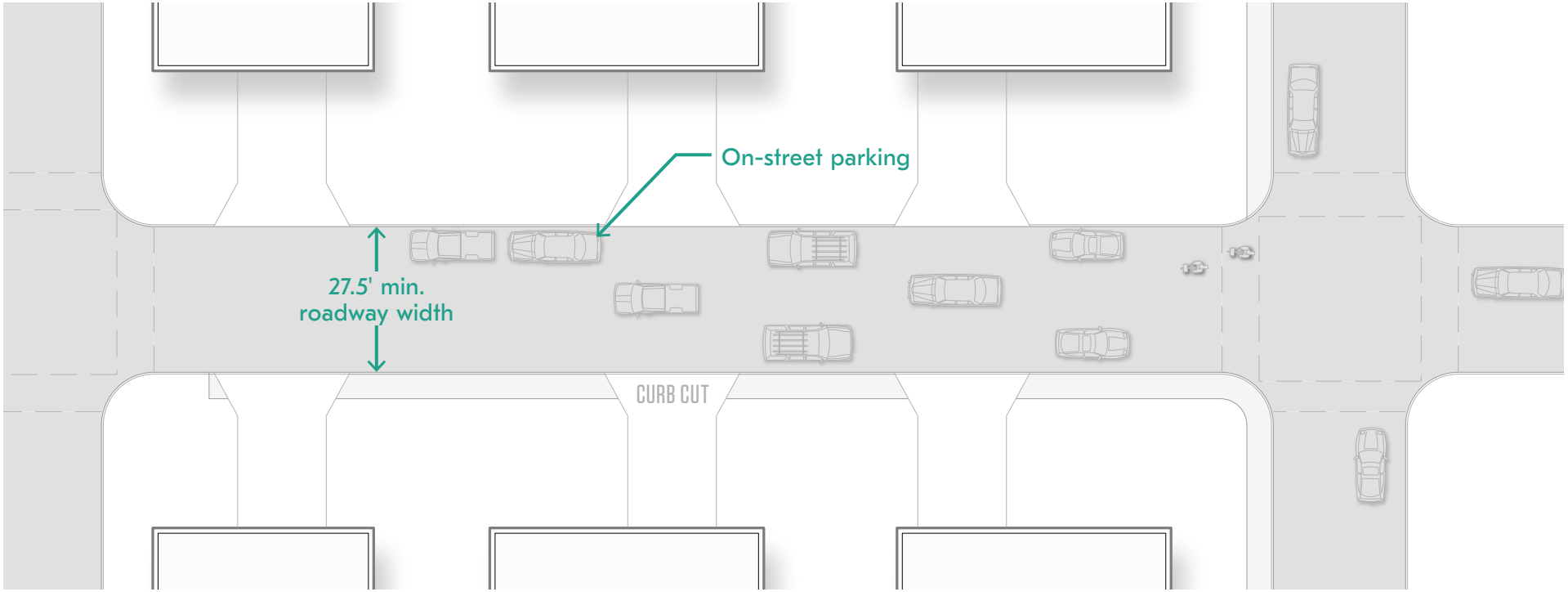
- ☐ On-street parking on one side or both sides
- ☐ City owned right-of-way (see map)
- ☐ Local or collector street (see map)
- ☐ Accessible ADA ramp to and from sidewalk

Note:

- Projects can be permitted where there is metered on-street parking. These will be reviewed on a case-by-case basis with final approval from ATLDOT

EXISTING STREET CONDITION

Below is the typical existing condition of streets where walk lanes are permitted:



6 WALK LANE

MATERIAL OPTIONS

Striping

Acceptable striping for **Demonstration** installations include:

- [ ] Traffic tape
- [ ] Striping chalk
- [ ] Striping spray paint

Acceptable striping for **Pilot** installations include:

- [ ] Traffic paint with reflective beads
- [ ] Thermoplastic traffic striping

Accessibility

- [ ] Detectable warning pad

Vertical Barriers with Reflective Bands

Acceptable barriers for **Demonstration** installations include:

- [ ] Traffic barrels
- [ ] Planters
- [ ] Empty or sand-filled jersey barriers

Acceptable barriers for **Pilot** installations include:

- [ ] Wheel stops
- [ ] Flex posts
- [ ] Sand-filled jersey barriers
- [ ] Concrete barriers
- [ ] Planters

OPTIONAL ENHANCEMENTS

The following enhancements are permissible, but not required:

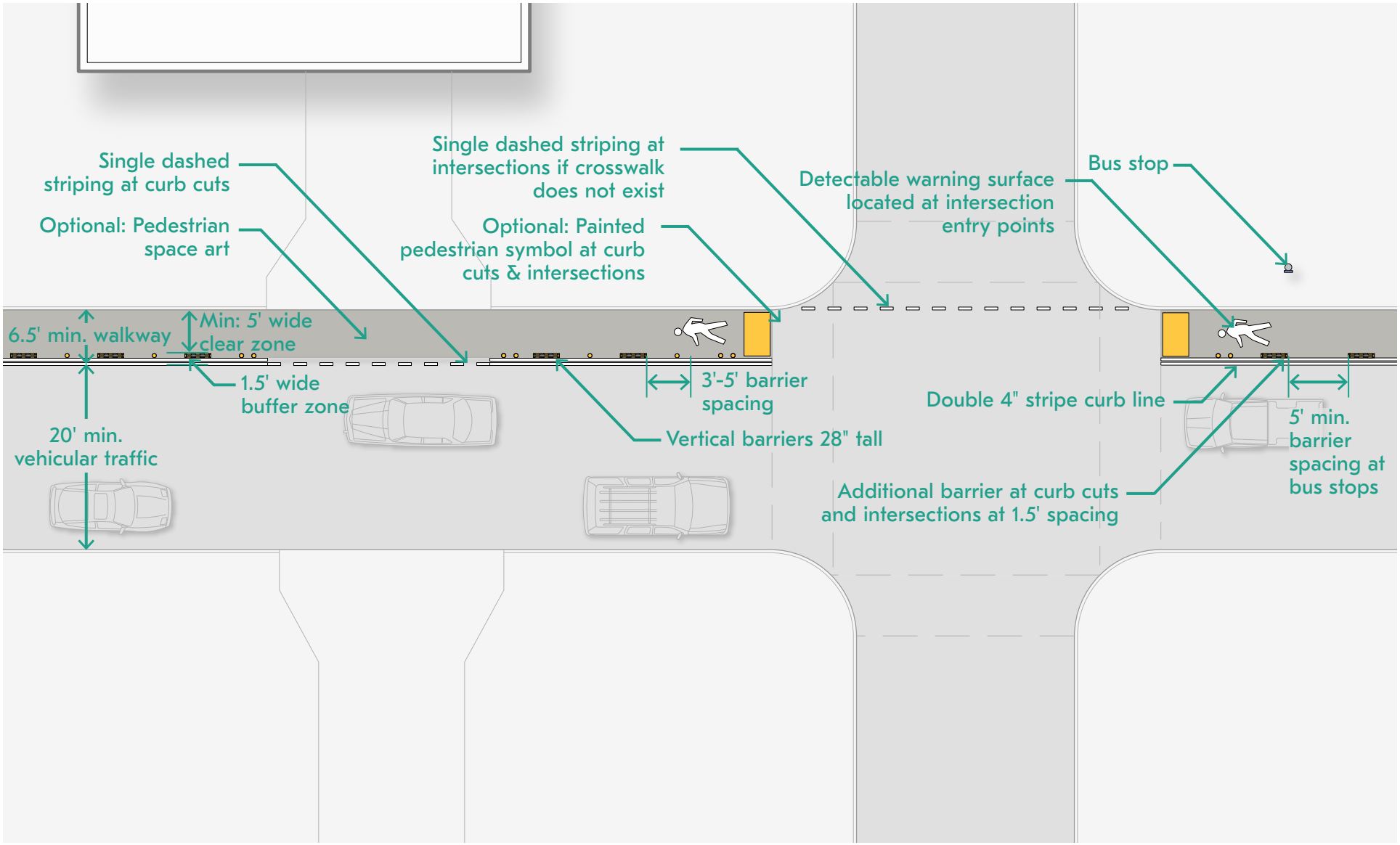
- [ ] Pedestrian space art
- [ ] Painted pedestrian symbols

Additional enhancements for **Pilot** installations only include:

- [ ] Wheel stops

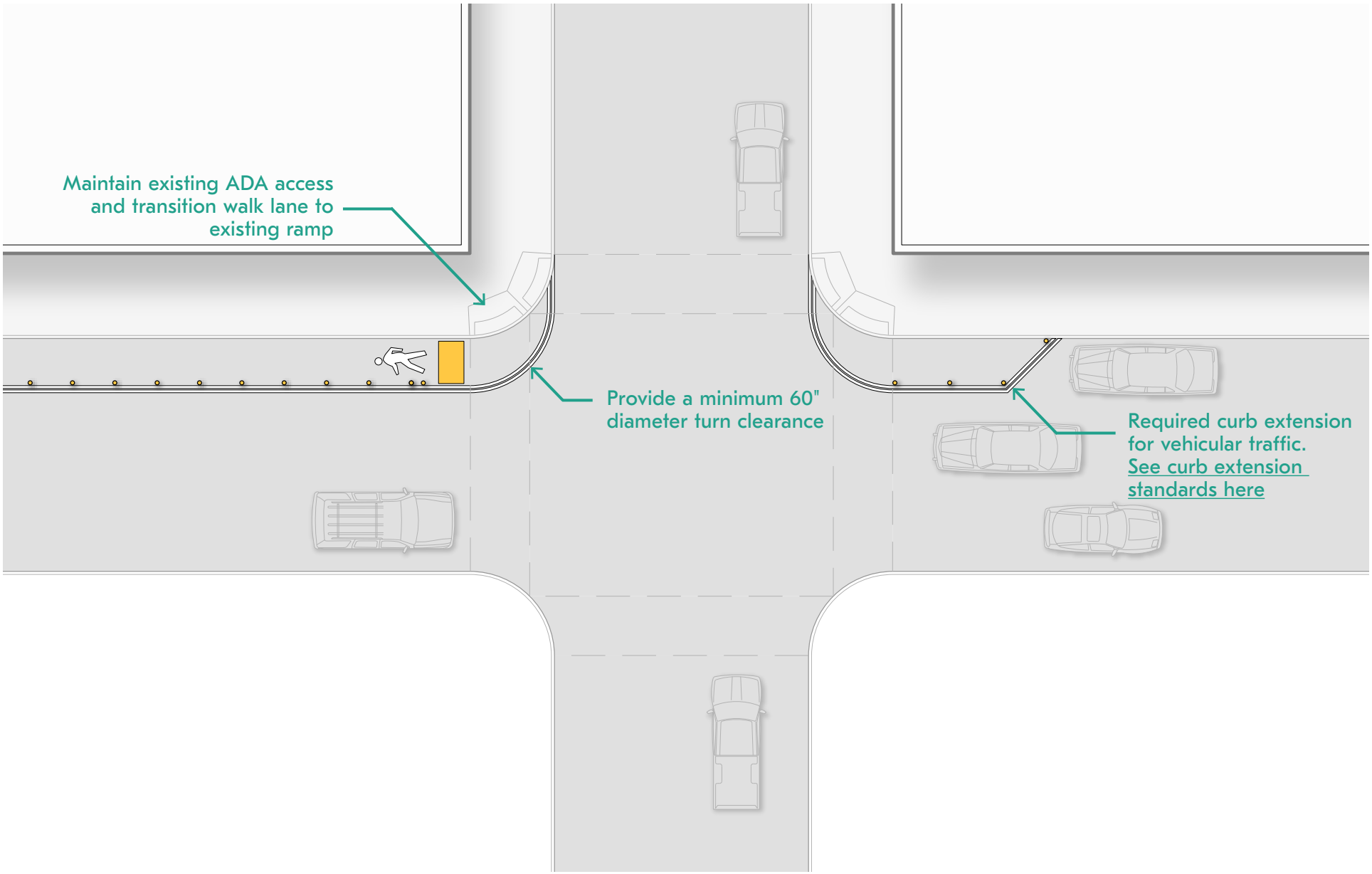
DETAIL

Below is a visual representation of the requirements and enhancements:

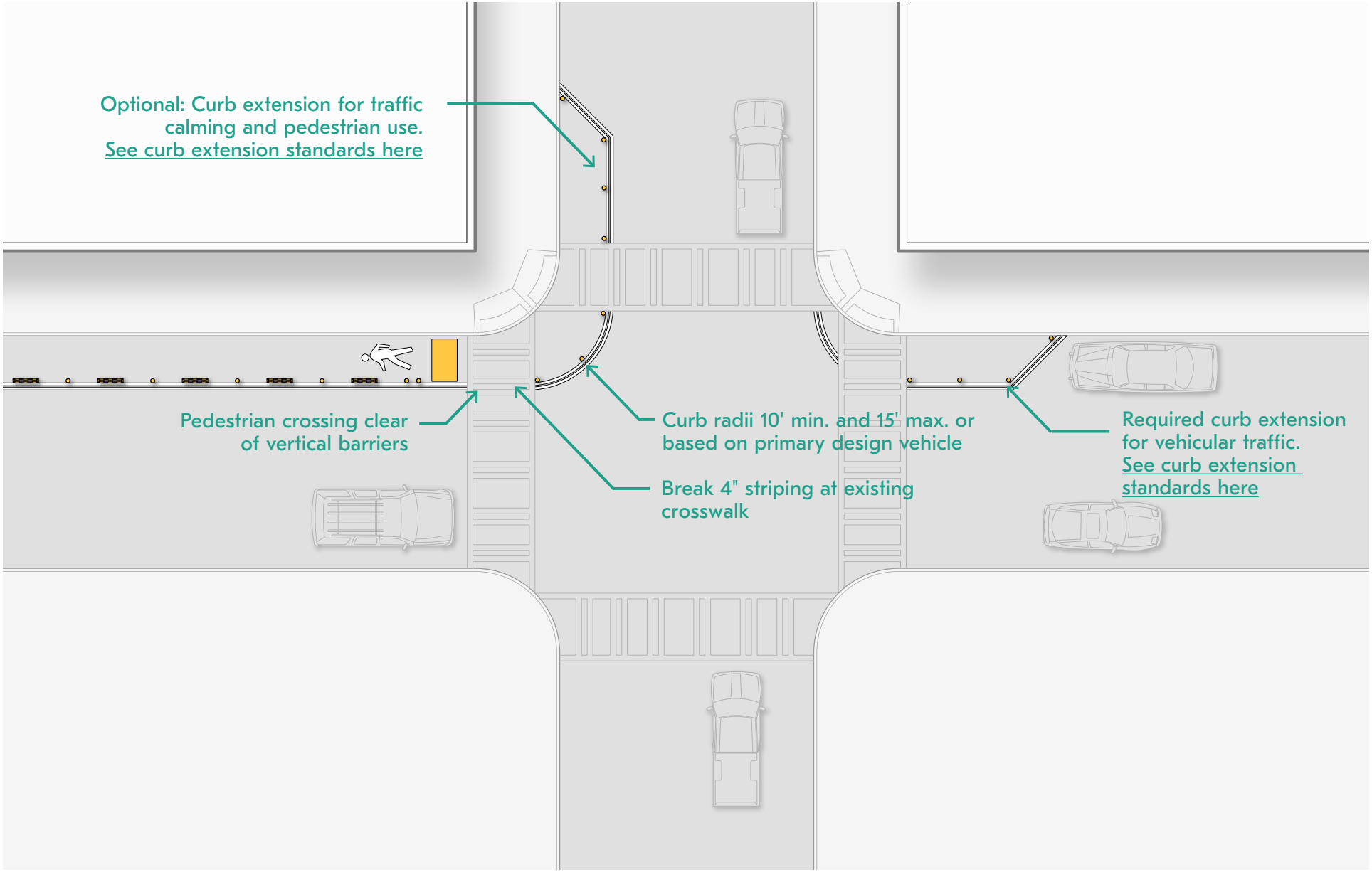


6 WALK LANE

TERMINUS OPTION A



TERMINUS OPTION B



AMENITIES

Photo by Upper Westside CID

7 BIKE PARKING

WHAT IS BIKE PARKING?

On-street bike parking allows cyclists to temporarily park their bikes within proximity to their destination safely and easily. This type of short-term parking is designed for trips lasting up to two hours. Parking can be located either on the sidewalk or in a bike corral. Bike corrals are a parking structure located in repurposed on-street parking spaces.

Bike parking serves the needs of cyclists by providing secure locations for people to park and lock their bikes. Intentionally placing bike racks improves safety and convenience to cyclists and supports other modes of transportation.

7A: SIDEWALK BIKE PARKING

New York, NY

7B: BIKE CORRAL

Downtown Atlanta

WHERE IS IT PERMITTED?

Bike parking projects must meet the following criteria:

- ☐ City owned right-of-way (see map)
- ☐ Local or collector street (see map)

Note:

- Projects can be permitted where there is metered on-street parking. These will be reviewed on a case-by-case basis with final approval from ATLDOT

Sidewalk Bike Parking **WILL NOT** be permitted if the sidewalk is:

- Less than 8.5' wide

Bike Corrals **WILL NOT** be permitted if the space is:

- Within 100' of a MARTA bus stop
- Within 15' of a fire hydrant
- Within 20' of a crosswalk and/or 30' of a stop sign

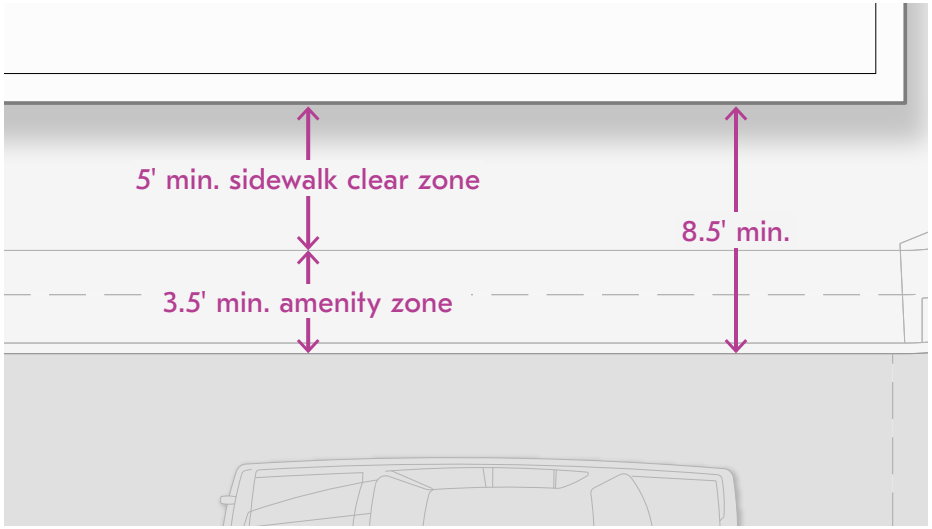
Bike parking may be most beneficial adjacent to:

- Community destinations such as commercial districts
- Bike facilities such as bike lanes and multi-use trails

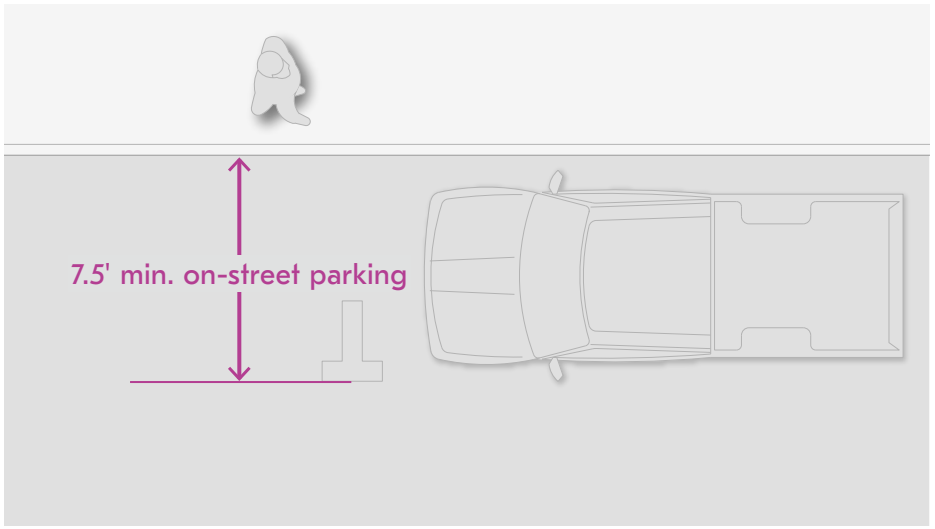
EXISTING CONDITIONS

Below are the typical existing conditions where bike parking permitted:

7A: SIDEWALK BIKE PARKING



7B: BIKE CORRAL



7 BIKE PARKING

MATERIAL OPTIONS

Bike Rack

- [ ] Inverted U
- [ ] Post and ring

Striping for Bike Corrals and Tactical Curb Extension (If Permanent Does Not Exist)

Acceptable striping for **Pilot** installations include:

- [ ] Traffic paint with reflective beads
- [ ] Thermoplastic traffic striping

Vertical Barriers with Reflective Bands for Bike Corrals Only

Acceptable barriers for **Pilot** installations include:

- [ ] Wheel stops
- [ ] Flex posts
- [ ] Sand-filled jersey barriers
- [ ] Concrete barriers
- [ ] Planters

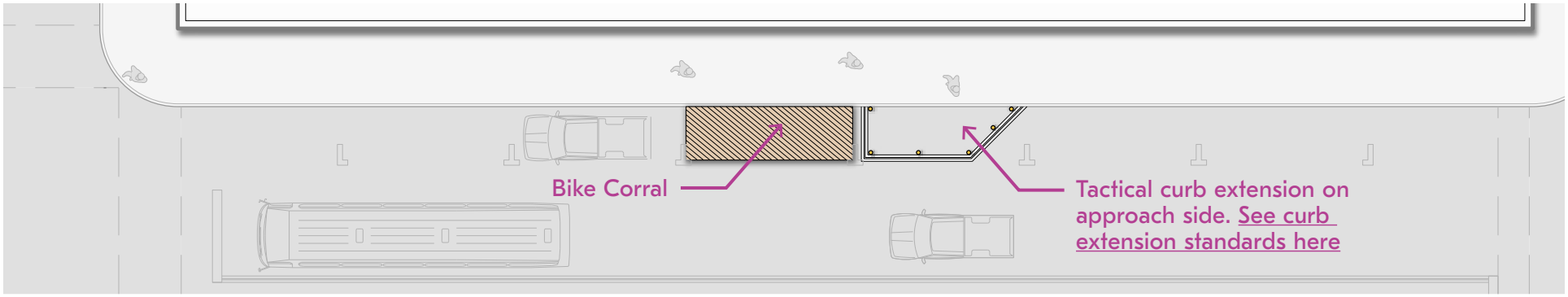
OPTIONAL ENHANCEMENTS

The following enhancements are permissible, but not required:

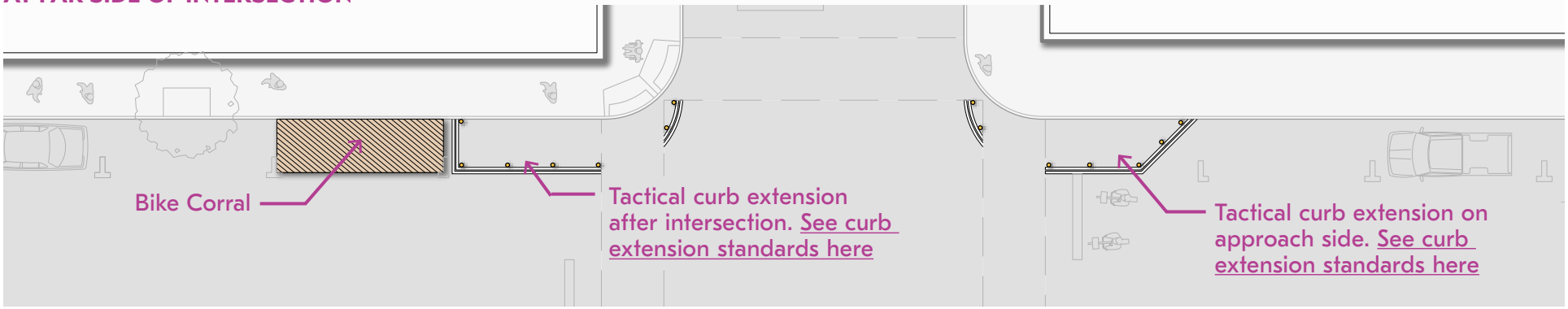
- [ ] Pedestrian space art
- [ ] Bike repair station

BIKE CORRAL PLACEMENT

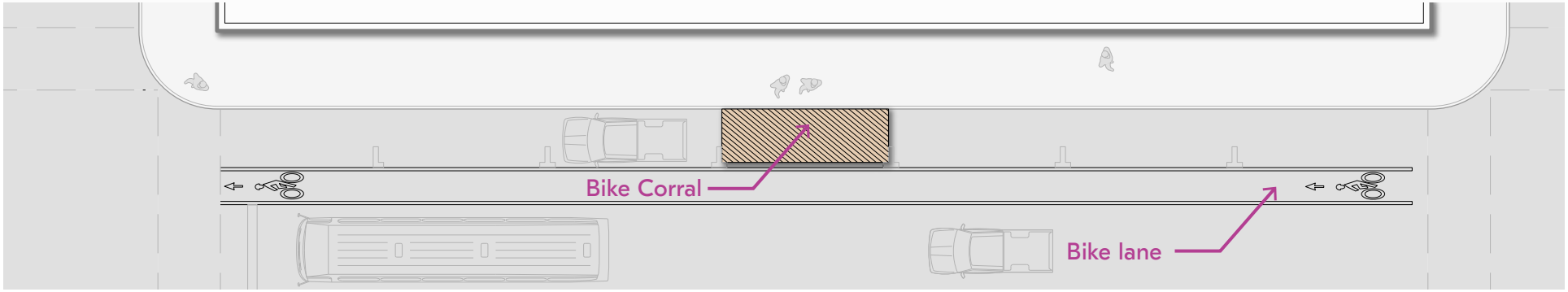
MID-BLOCK AND NEAR SIDE OF INTERSECTION



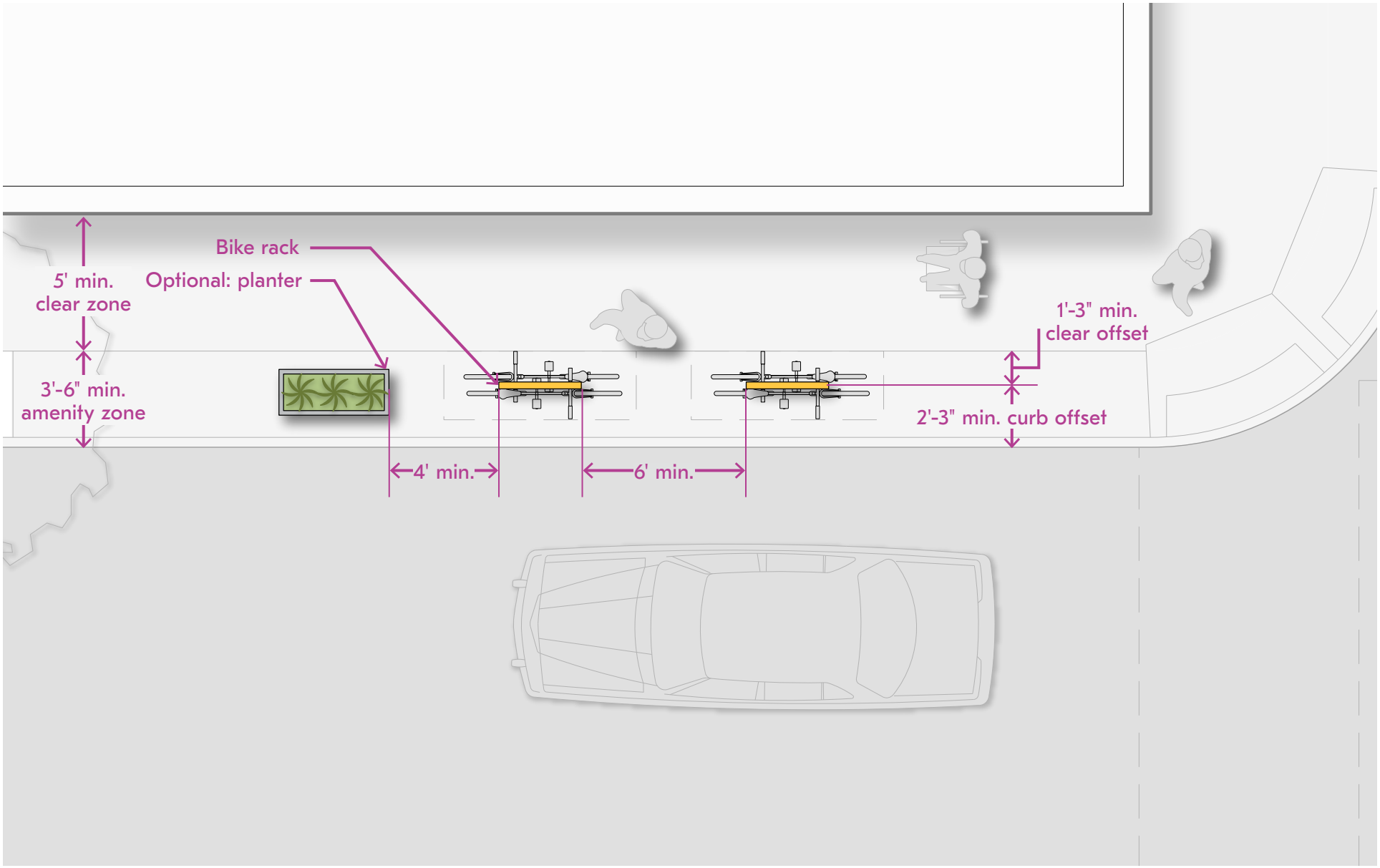
AT FAR SIDE OF INTERSECTION



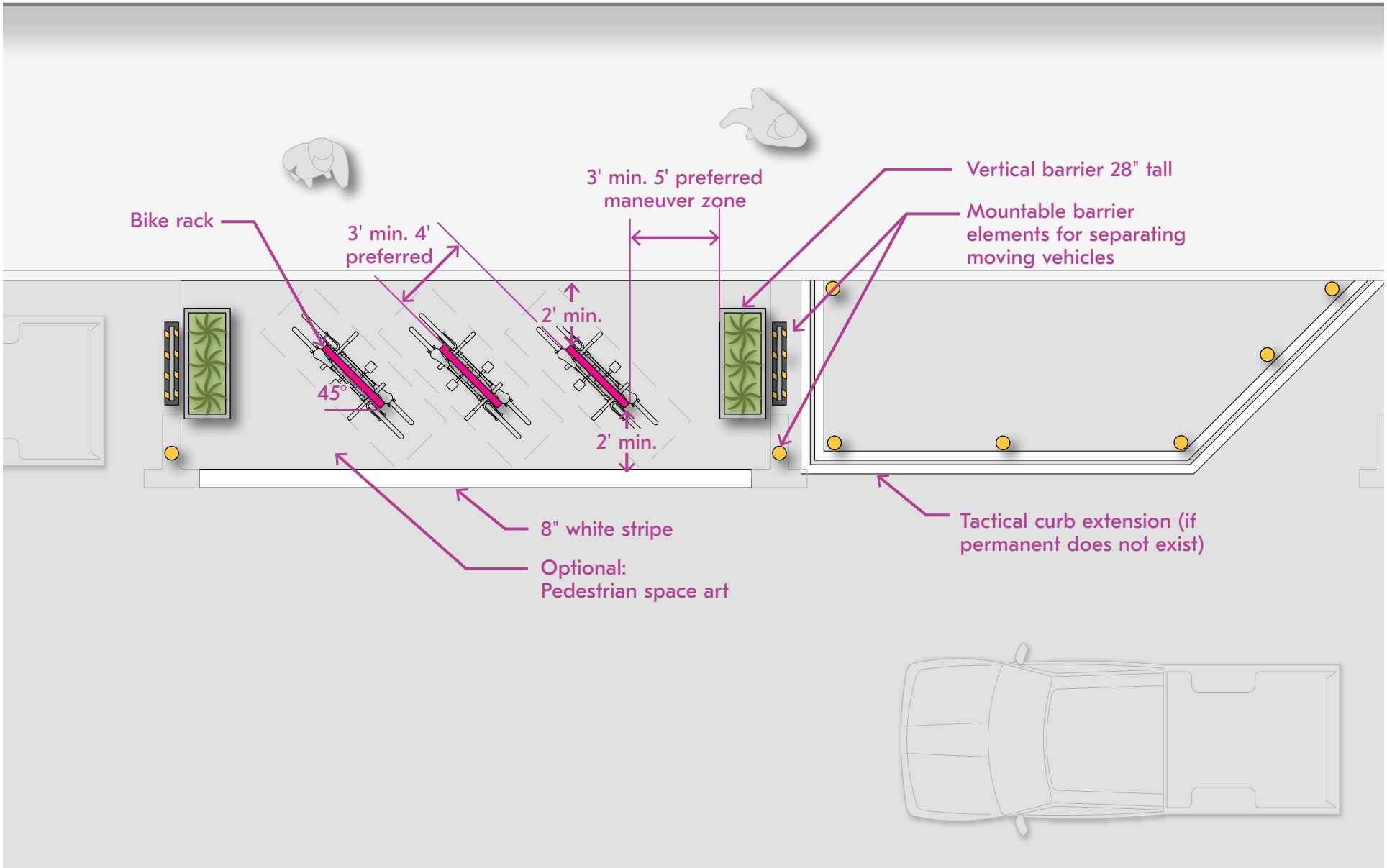
ADJACENT TO BIKE LANES



7A: SIDEWALK BIKE PARKING



7B: BIKE CORRAL



8 BUS STOP ENHANCEMENT

WHAT IS A BUS STOP ENHANCEMENT?

Bus stop enhancements include seating, signage, and/or pedestrian space art. Bus stops in their most simplistic form should be safe, comfortable, and inviting. The majority of transit riders arrive to bus stops on foot. Providing seating and improved visual aesthetics creates a better, more comfortable environment for everyone.

8A: SIDEWALK WITH CLEAR ZONE

Vallejo, CA

8B: SIDEWALK WITH AMENITY ZONE

Rochester, NY

WHERE IS IT PERMITTED?

Bus stop enhancement projects must meet the following criteria:

- ☐ City owned right-of-way (see map)
- ☐ Local or collector street (see map)
- ☐ At an existing bus stop

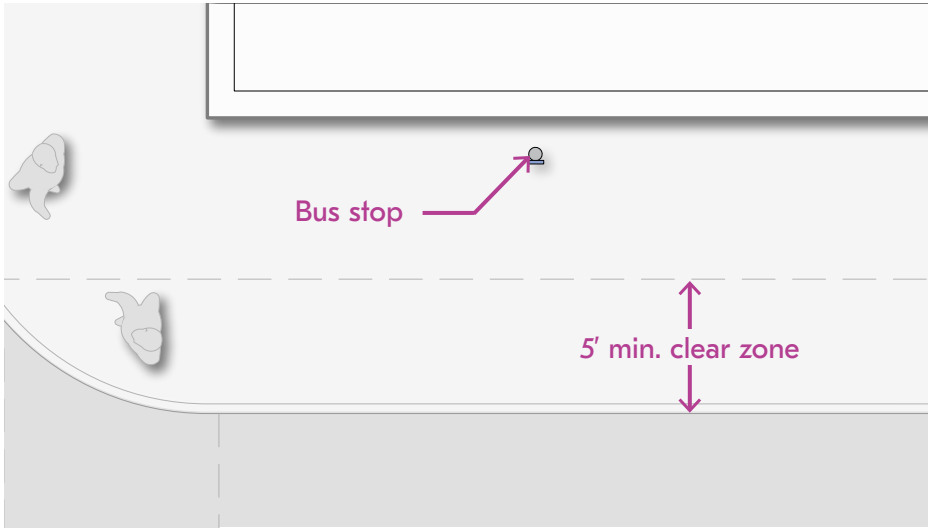
Notes:

- Seating must not impact the 5' sidewalk clear zone

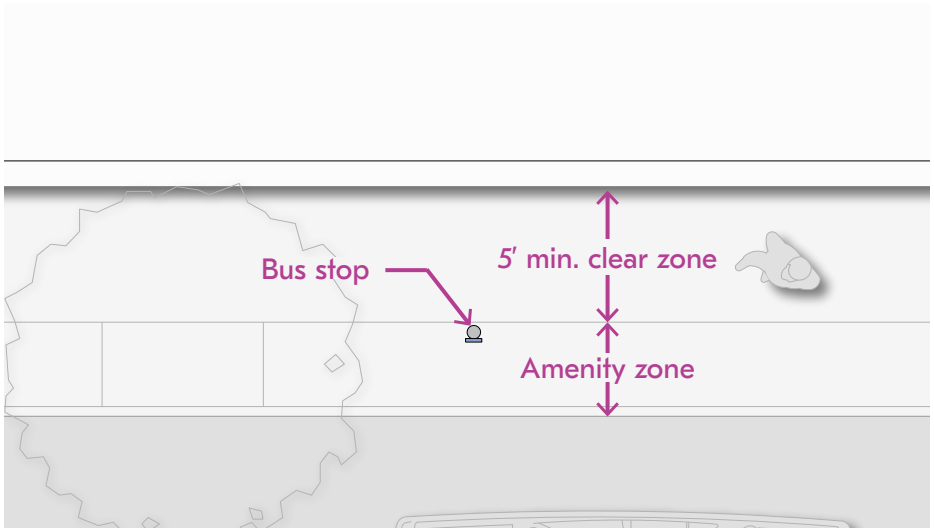
EXISTING CONDITIONS

Below are the typical existing conditions where bus stop enhancements are permitted:

8A: SIDEWALK WITH CLEAR ZONE



7B: SIDEWALK WITH AMENITY ZONE



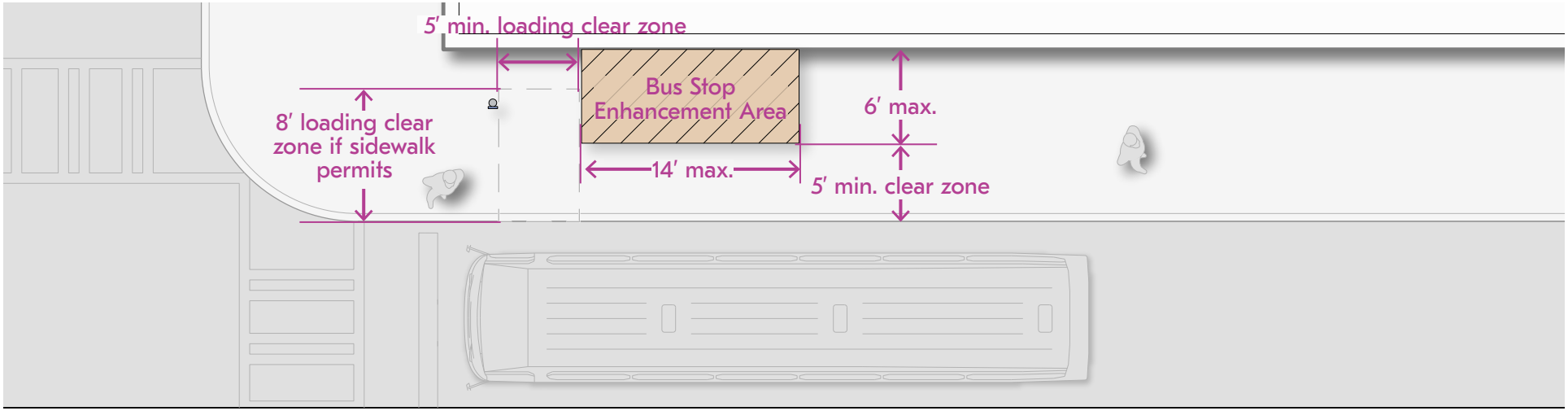
8 BUS STOP ENHANCEMENT

MATERIAL OPTIONS

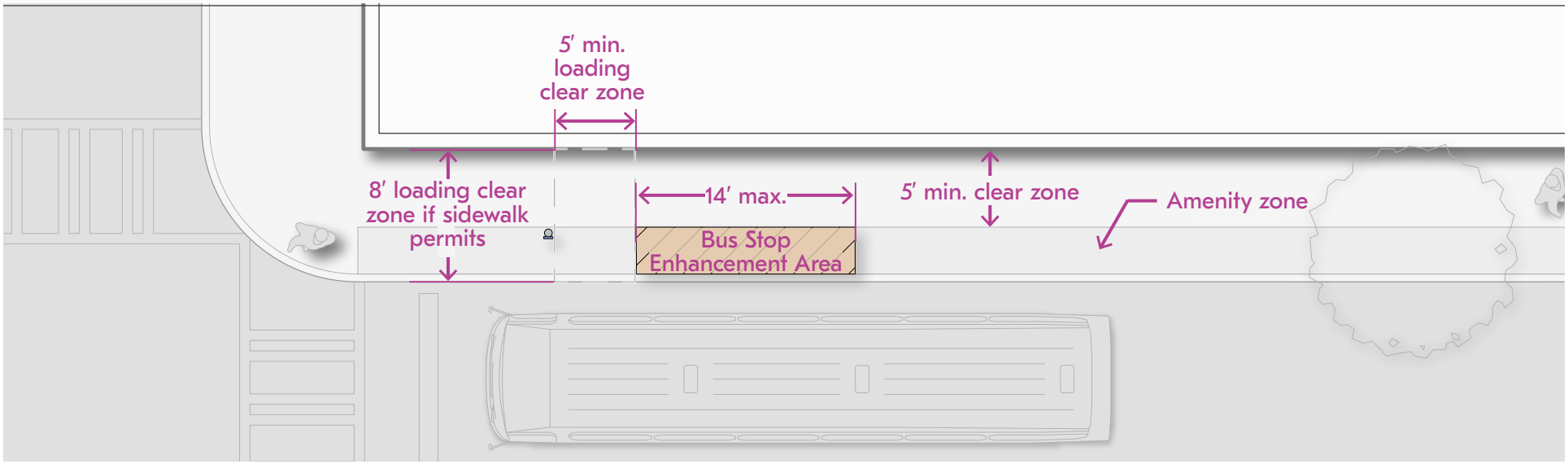
The following enhancements are permissible:

- [ ] Furnishings
- [ ] Pedestrian space art
- [ ] Signage

8A: BUS STOP ON SIDEWALK WITH CLEAR ZONE



8B: BUS STOP ON SIDEWALK WITH AMENITY ZONE



9 PARKLET

WHAT IS A PARKLET?

Parklets provide outdoor seating and amenities for people by repurposing on-street parking spaces. Parklets can support a range of features including tables and chairs, greenery, and bike racks. Parklets can be used for outdoor dining and bus stop seating.

Parklets repurpose space dedicated to cars to create a more comfortable and inviting experience for people. Parklets can add to the vibrancy of a neighborhood and provide additional gathering opportunities for residents, visitors, and business owners.

WHERE IS IT PERMITTED?

Parklets are permitted on streets that meet the following criteria:

- ☐ On-street parking on one or both sides
- ☐ City owned right-of-way (see map)
- ☐ Local or collector street* (see map)

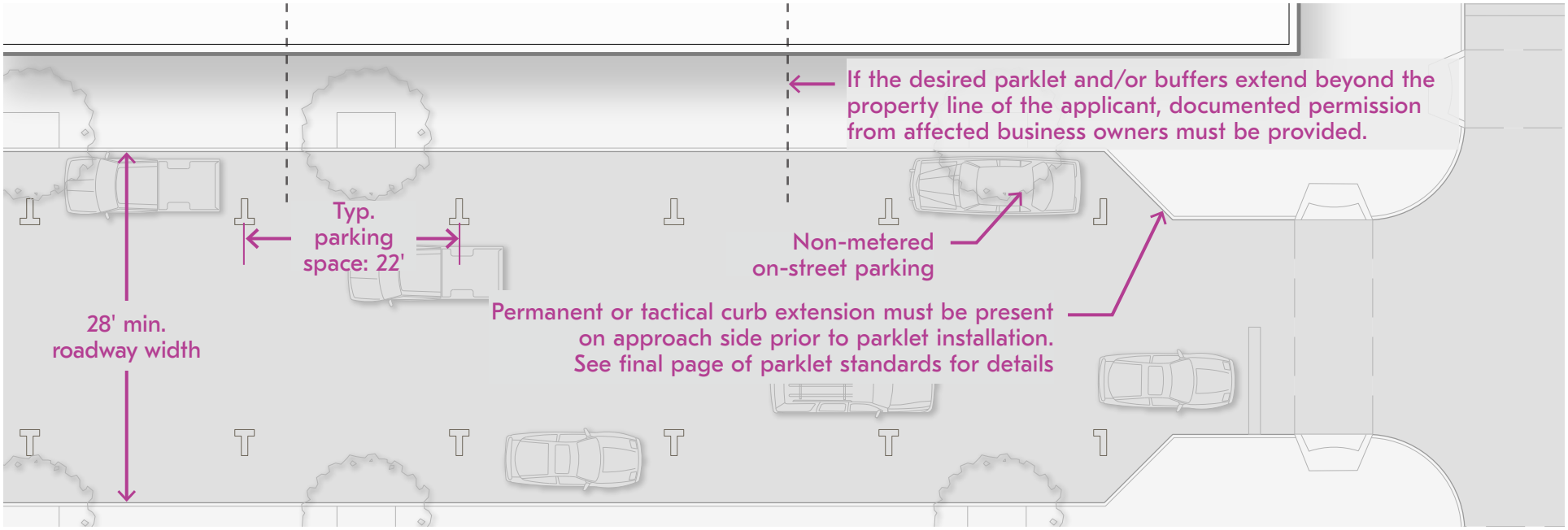
*Parklets and on-street dining spaces may be considered on certain City-owned arterial streets that are posted no higher than 35 mph and/or where there is on-street metered parking. These will be reviewed on a case-by-case basis with final approval from ATLDOT

Parklets **WILL NOT** be permitted if the space is:

- Within 100' of a MARTA bus stop (exceptions for bus parklet)
- Within 15' of a fire hydrant
- Within 20' of a crosswalk and/or 30' of a stop sign

EXISTING STREET CONDITIONS

Below are the typical existing conditions of streets where parklets are permitted:



9 PARKLET

MATERIAL OPTIONS

Accessibility

Access for **Demonstration** installations include:

- [ ] Curb ramp

Access for **Pilot** and **Bus** installations include:

- [ ] Platform flush with curb

Striping for Tactical Curb Extension (If Permanent Does Not Exist)

Acceptable striping for **Demonstration** installations include:

- [ ] Traffic tape
- [ ] Striping chalk
- [ ] Striping spray paint

Acceptable striping for **Pilot** and **Bus** installations include:

- [ ] Traffic paint with reflective beads
- [ ] Thermoplastic traffic striping

Vertical Barriers with Reflective Bands

Acceptable barriers for **Demonstration** installations include:

- [ ] Traffic cones (up to one week only)
- [ ] Traffic barrels
- [ ] Planters
- [ ] Empty or sand-filled jersey barriers

Acceptable barriers for **Pilot** and **Bus** installations include:

- [ ] Wheel stops
- [ ] Flex posts
- [ ] Sand-filled jersey barriers
- [ ] Concrete barriers
- [ ] Planters
- [ ] Custom fence or wall

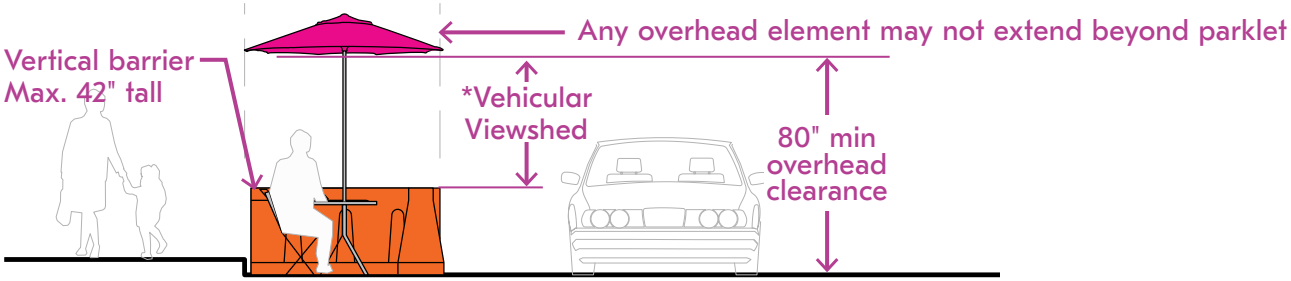
OPTIONAL ENHANCEMENTS

The following enhancements are permissible, but not required:

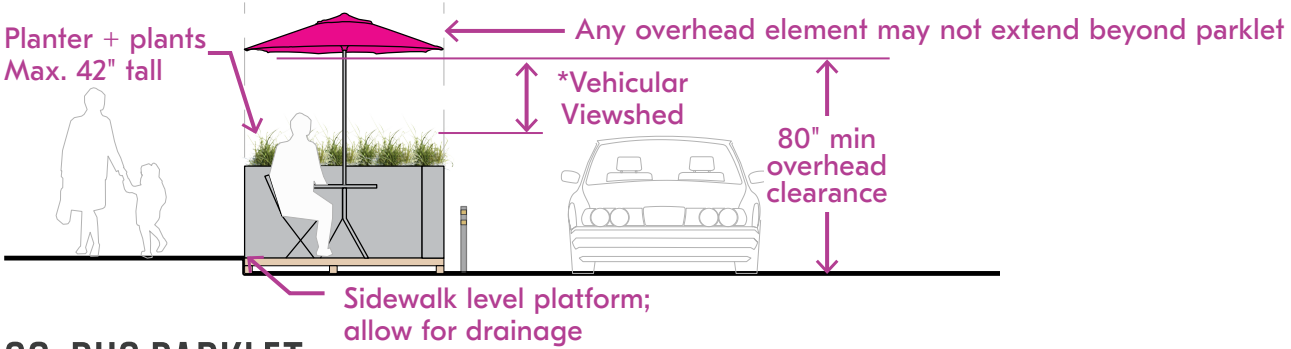
- [ ] Furnishings and amenities (must be secured on **Bus** parklet)
- [ ] Pedestrian space art

9A: DEMONSTRATION PARKLET

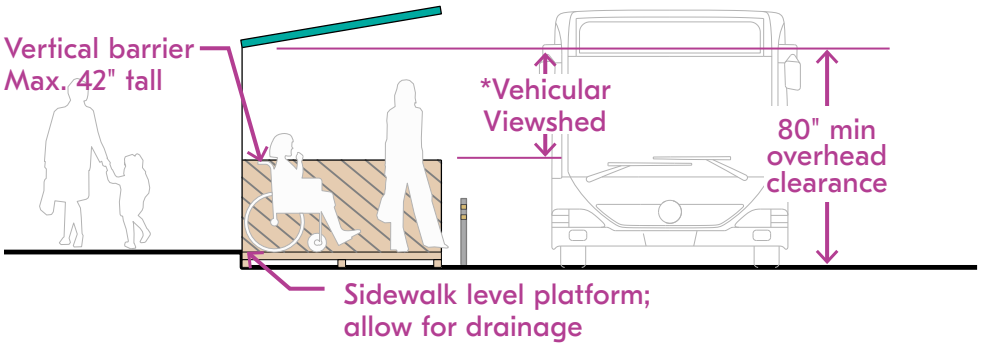
*Vehicular viewshed must be clear of opaque vertical elements except for structural columns



9B: PILOT PARKLET



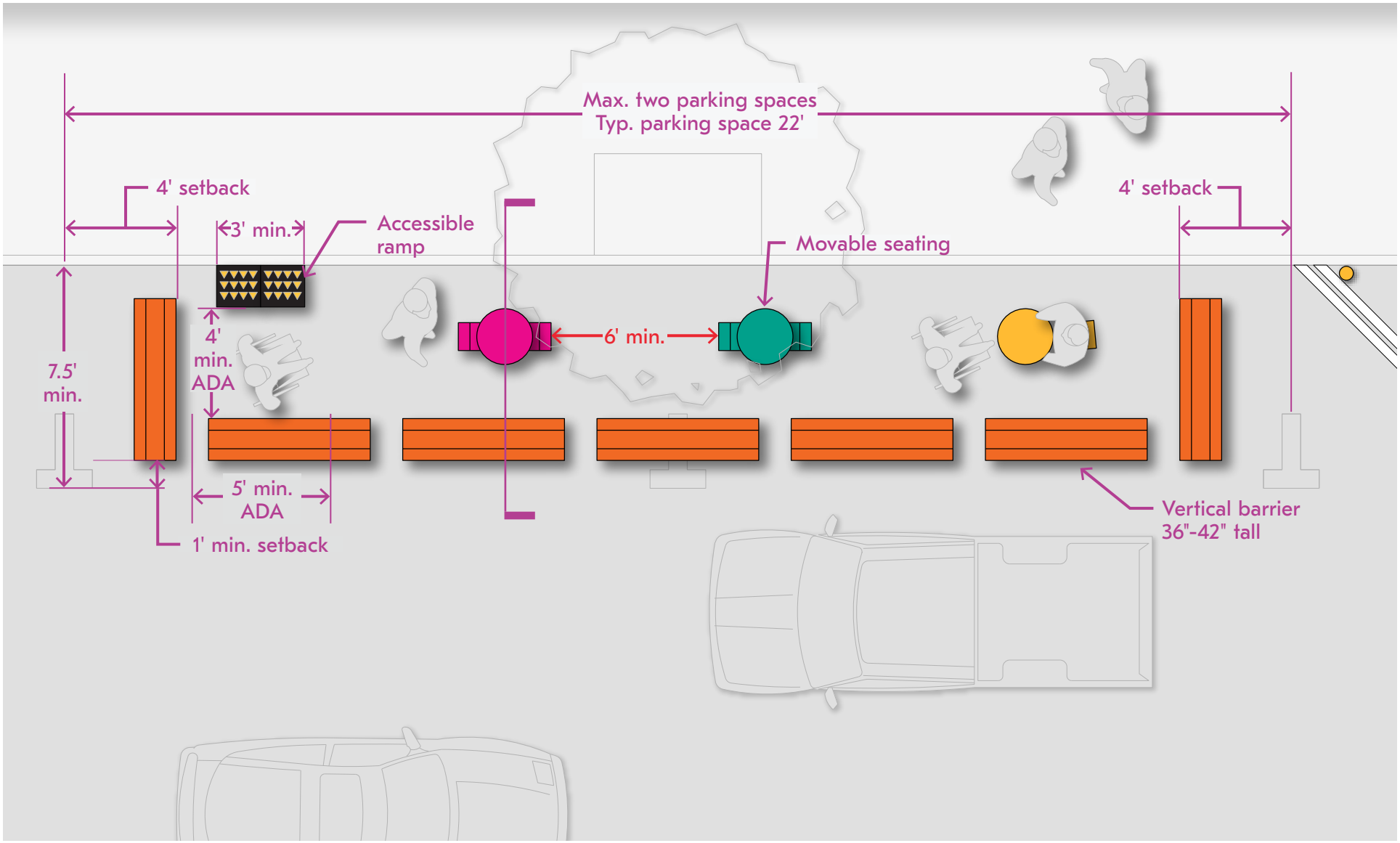
9C: BUS PARKLET



9 PARKLET

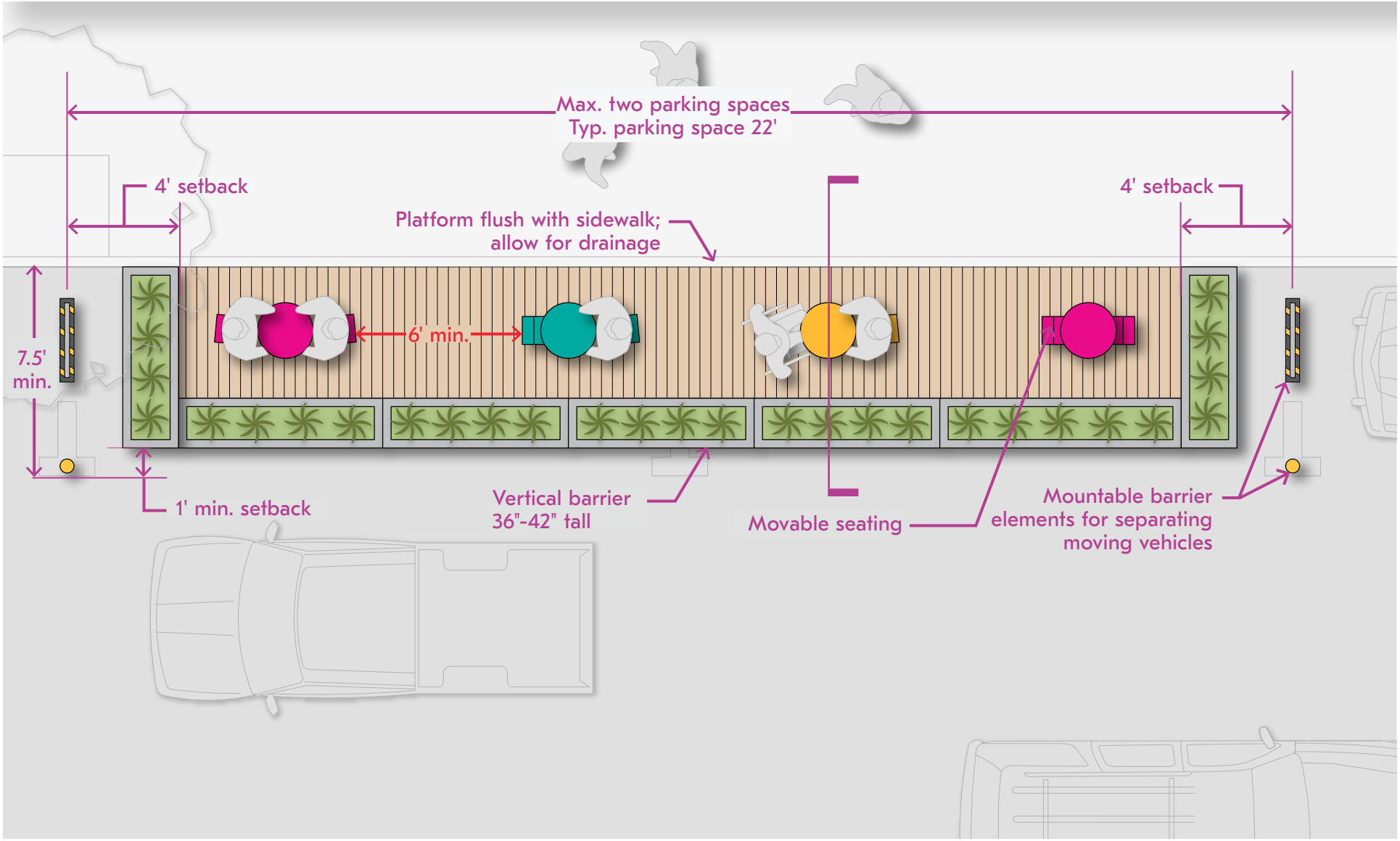
9A: DEMONSTRATION PARKLET

Below is a visual representation of the requirements and enhancements:



9B: PILOT PARKLET

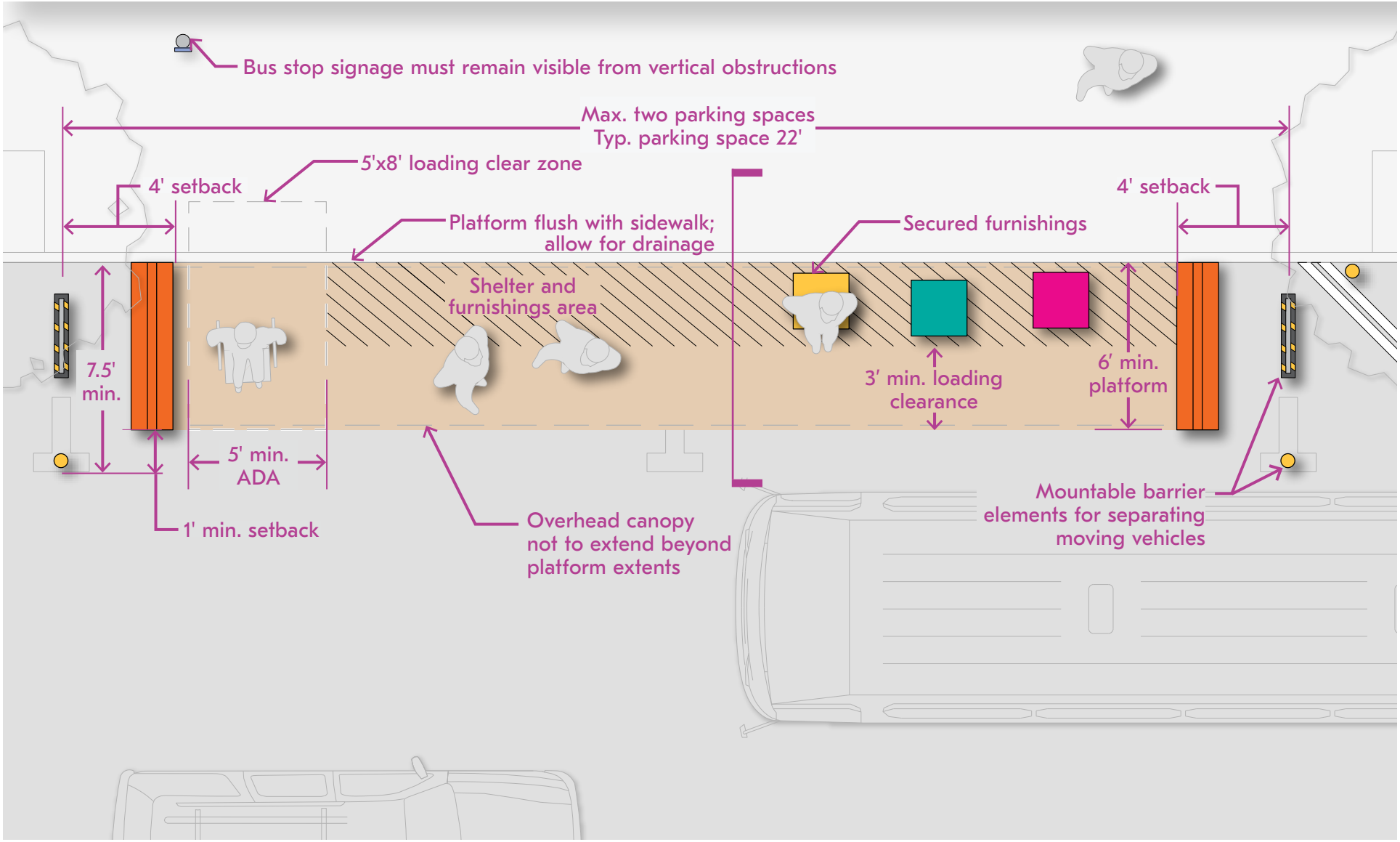
Below is a visual representation of the requirements and enhancements:



9 PARKLET

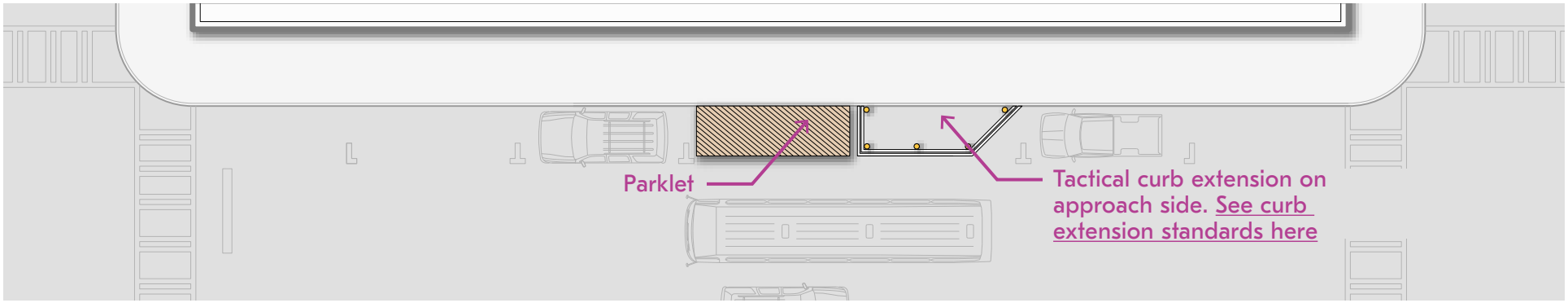
9C: BUS PARKLET

Below is a visual representation of the requirements and enhancements:

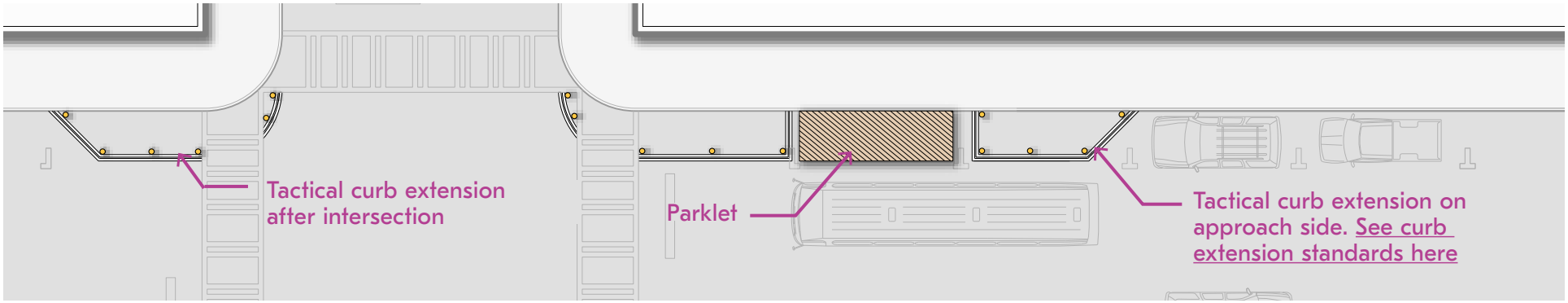


TACTICAL CURB EXTENSION PLACEMENT FOR PARKLETS

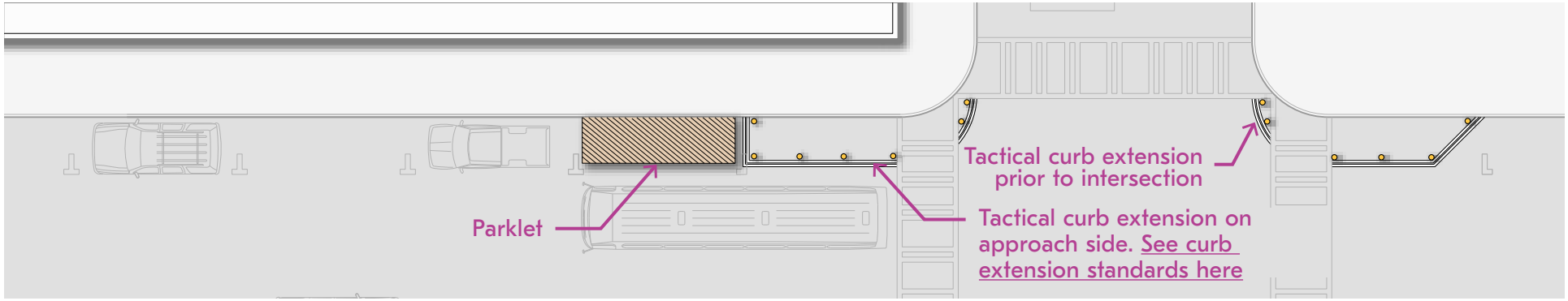
MID-BLOCK



AT NEAR SIDE OF INTERSECTION



AT FAR SIDE OF INTERSECTION



PUBLIC ART

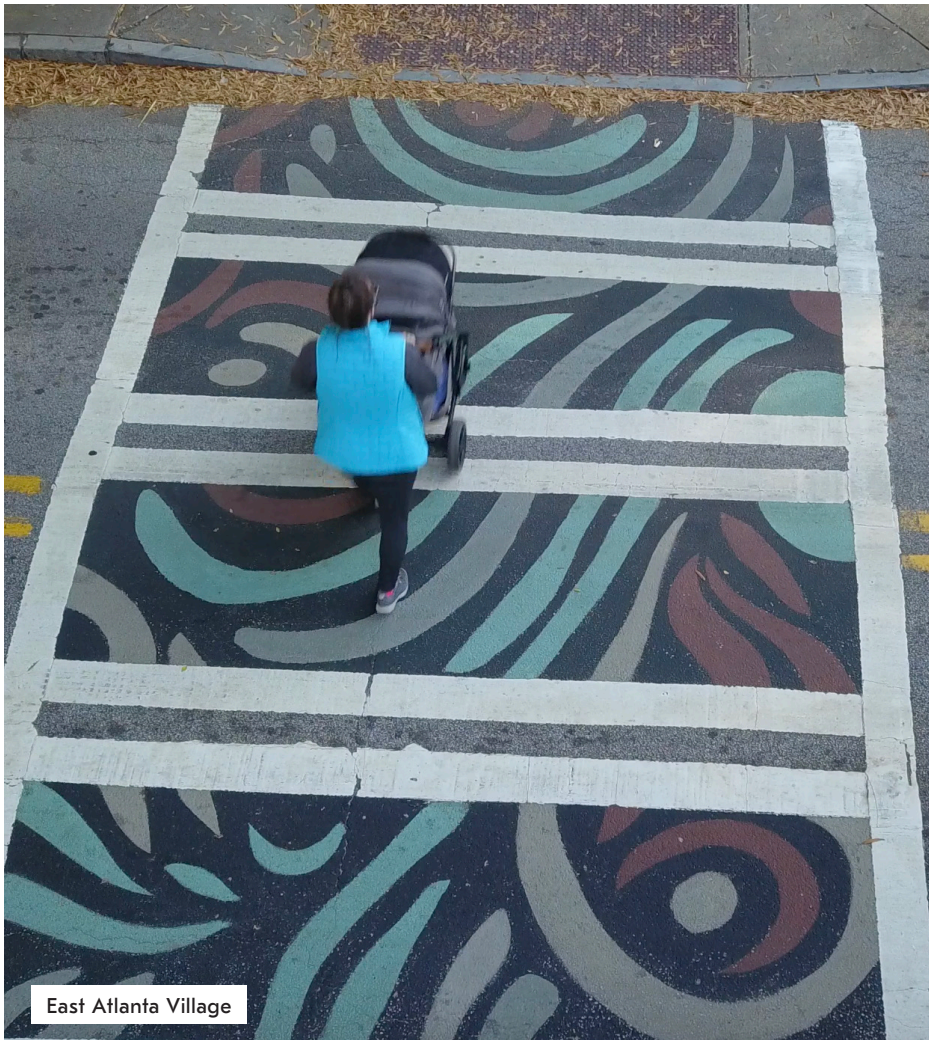
Photo by Matt Miller courtesy of Atlanta Downtown Improvement District

10 CROSSWALK ART

WHAT IS CROSSWALK ART?

Artistic crosswalks are creative designs installed on the roadway to highlight pedestrian crossings and can create and/or improve pedestrian infrastructure.

Crosswalk art takes advantage of the city's most extensive public space, streets, to improve pedestrian safety, activate and beautify the public realm, and revitalize public spaces.



East Atlanta Village

Des Moines, IA

WHERE IS IT PERMITTED?

Artistic crosswalks are permitted at crossings that meet the following criteria:

- ☐ City-owned right-of-way (see map)
- ☐ Within an existing crosswalk
  (contact ATLDOT to apply for a crosswalk)
- ☐ ADA accessible ramps exist on both ends of crosswalk
- ☐ Sidewalks in good repair exist on both ends of crosswalk
- ☐ Asphalt is in state of good repair

ATLDOT will review all design submissions and request revisions as needed prior to installation. However, the City of Atlanta is not responsible for maintaining the crosswalk after it is painted.

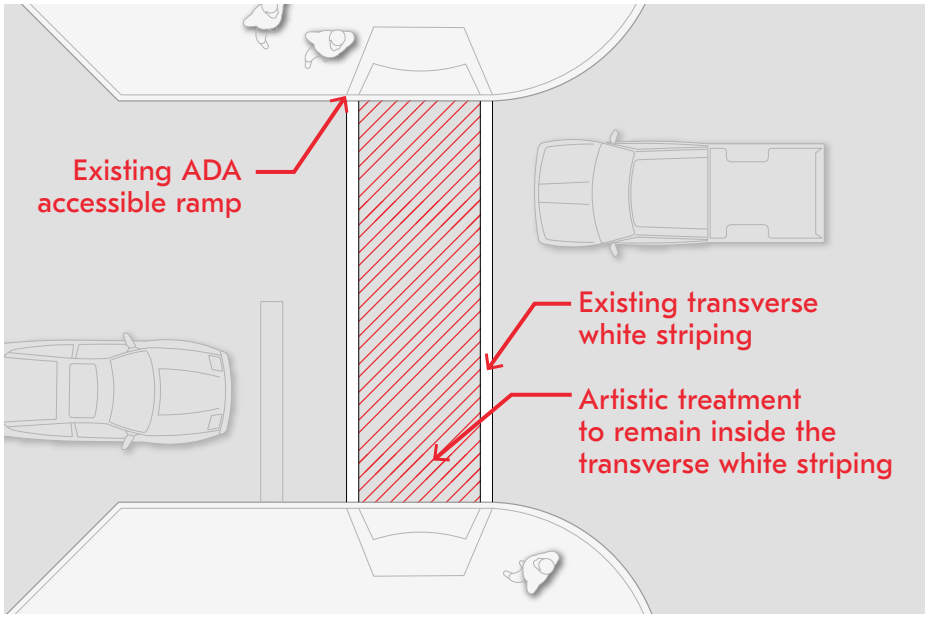
Permissible paint types:

- Sherwin Williams Armorseal Tred-Plex
- Sherwin Williams Resilience Exterior Acrylic Latex
- GAF StreetBond SB150

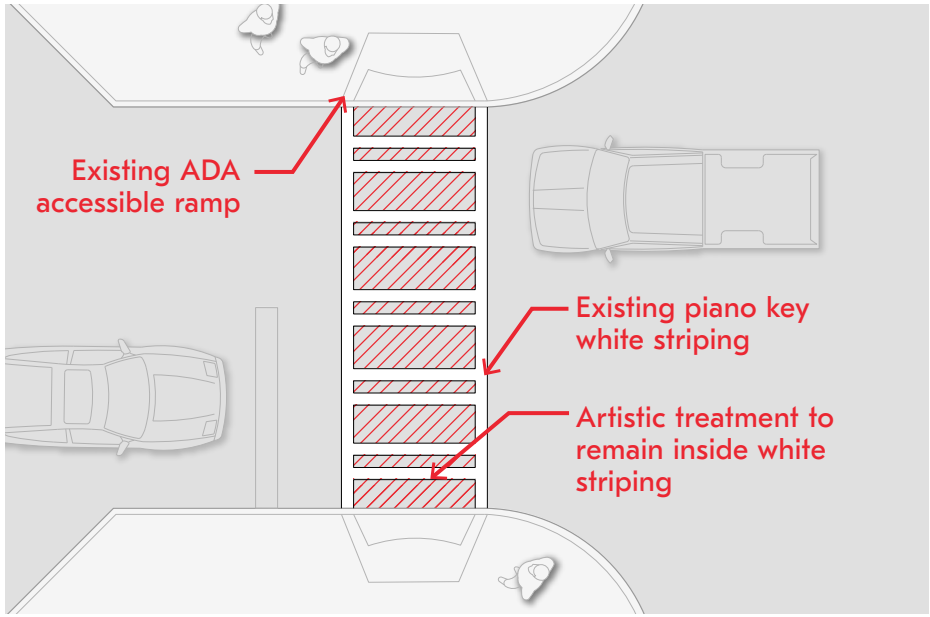
EXISTING STREET CONDITIONS

Artistic crosswalk treatments may be applied to two types of crosswalks:

TRANSVERSE STRIPING



PIANO KEY STRIPING



10 CROSSWALK ART

PARAMETERS

Artistic crosswalk designs should be uniform, consistent, repetitive patterns as to comply with the Federal Highway Administration's 2013 Memo on Colored Pavement. Examples of acceptable patterns are in the following pages.

Artistic crosswalk designs shall NOT include:

- Words or text
- Colors outside of the approved palette
- Pictographs or traffic symbols
- Any elements resembling roadway signage
- Advertisements or logos
- Optical illusions and three-dimensional (3D) visuals
- Retroreflective colors or elements

PATTERN EXAMPLES

Below are examples of pattern types for artistic crosswalks.


Chapel Hill, NC


Seattle, WA


Calgary, AB


Dallas, TX


Spartanburg, SC

COLOR PALETTE

Colors must be in the earth tone family (defined below) and be non-reflective as to comply with the Federal Highway Administration's 2013 Memo on Colored Pavement. The approved palette below is based on StreetBond Pavement Coating. Additional products may be approved on a case-by-case basis.

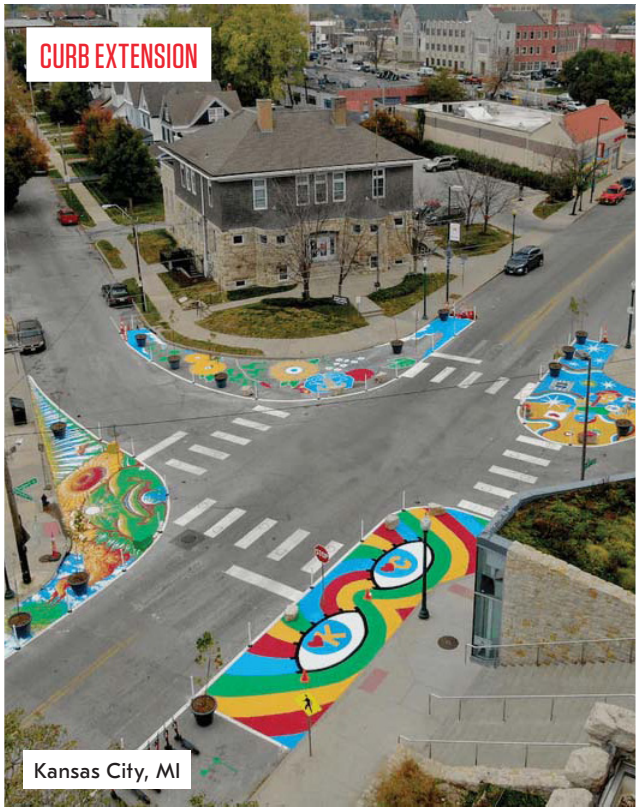
11 PEDESTRIAN SPACE ART

WHAT IS PEDESTRIAN SPACE ART?

Pedestrian space art creatively enhances the public realm. Incorporating art in projects such as tactical curb extensions, lane narrowing, slip lane closures, walk lanes, bike parking, and parklets adds interest to pedestrian spaces and visually signals to drivers that these areas are not for them.

Pedestrian space art designs shall NOT include:

- Words or text
- Any elements resembling roadway signage
- Advertisements or logos
- Reflective paint
- Colors listed in the Manual on Uniform Traffic Control Devices (MUTCD) color specifications (see below, and for more information here)



WHERE IS IT PERMITTED?

Pedestrian space art is permitted in roadways that meet the following criteria:

- ☐ City-owned right-of-way (see map)
- ☐ Asphalt is in state of good repair
- ☐ Within existing roadway outside of vehicular traffic lanes

ATLDOT will review all design submissions and request revisions as needed prior to installation. However, the City of Atlanta is not responsible for maintaining the crosswalk after it is painted.

Permissible paint types:

- Sherwin Williams Armorseal Tred-Plex
- Sherwin Williams Resilience Exterior Acrylic Latex
- Benjamin Moore COMMAND
- GAF StreetBond SB150

MUTCD COLORS NOT ALLOWED

These colors are official indicators of important traffic information. The use of these colors are not permissible for asphalt art.

Pantone 259

SW 6831	BM 1399
SW 6832	BM 1400
SW 6839	BM 2073-30
SW 6980	BM 2071-30
SW 6981	BM 2074-20

Pantone 382

SW 6717	BM 2029-40
SW 6920	BM 2026-30
SW 6921	BM 1218
GAF Shamrock Green	

Pantone 187

SW 6601	BM 2004-20
SW 6607	BM 2007-30
SW 6608	BM 1309
SW 6864	BM 2003-30
SW 6871	BM 1315
GAF Roadster Red	

Pantone 116

SW 6903	BM 321
SW 6906	BM 322
SW 6907	BM 2023-30
SW 6910	BM 329
SW 6911	BM 2021-30

Pantone 342

SW 6924	BM 2033-20
SW 6926	BM 2038-20
SW 6927	BM 2035-20
SW 6755	BM 2043-20
SW 6747	BM 581
SW 6748	BM 2040-20
GAF Emerald Green	

Pantone 294

SW 6811	BM 812
SW 6965	BM 2064-30
SW 6966	BM 2065-20
SW 6967	BM 819
SW 6971	BM 2068-30
GAF Safety Blue	

Pantone 152

SW 6892	BM 133
SW 6893	BM 140
SW 6894	BM 2017-30
SW 6885	BM 84
SW 6886	BM 2169-10
SW 6887	BM 2015-30
GAF Pumpkin Spice	

Pantone 469

SW 6048	BM 2113-20
SW 6062	BM 2098-20
SW 6068	BM 2106-30
SW 6090	BM 2107-20
SW 6096	BM 2164-30
SW 6097	BM 2096-10

Pantone 198

SW 6568	BM 1367
SW 6858	BM 1392
SW 6859	BM 2086-20
SW 6860	BM 2079-30

12 TRAFFIC SIGNAL BOX ART

WHAT IS TRAFFIC SIGNAL BOX ART?

Artistic traffic signal boxes leverage this piece of infrastructure as an art canvas.

Above-ground traffic signal boxes are often considered eyesores at street corners. By using the boxes as canvases for art, this necessary infrastructure equipment contributes not only to traffic safety, but also to the vibrancy of the public realm.

East Atlanta

Irwin Street

ARTWORK GUIDELINES

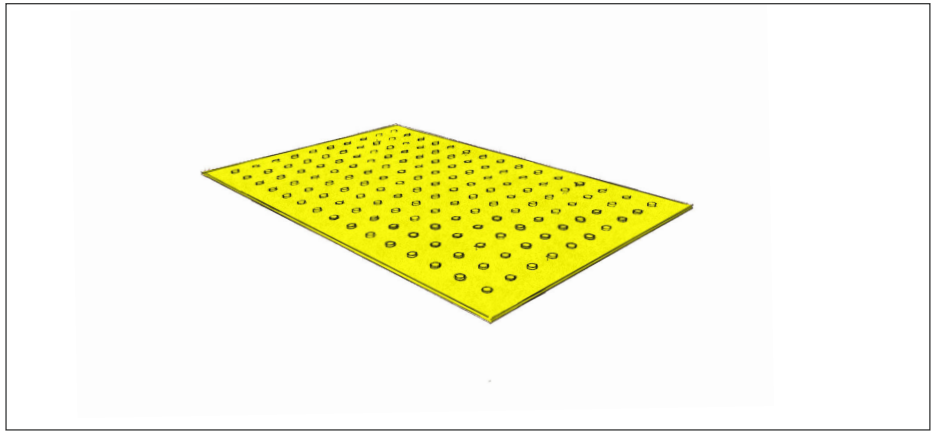
Traffic signal box art has been implemented throughout the city in a variety of locations and continues to be a popular community effort. The following guidelines apply:

- Artwork design sketches must be submitted as part of design approval application
- All artwork must be original to the artist. No copyrighted, commercial advertisement or campaign materials allowed. Artist's signature must be included in the design.
- Designs may include text. Submitted art work should exhibit excellent craftsmanship and skill. Traffic signal boxes are three-dimensional, design should flow around the box. Artistic design submission must accurately represent the final design. Designs must not include any breach of intellectual property, trademarks, brands, business names or images of drugs. Nothing may be attached, fastened or glued to the box. Graffiti tags are not acceptable. Artists may not submit work that has been or will be sold or reproduced in any way.
- Artwork can be photographed for the City's website, social media and other media outlets. Artists are given credit for their work. Sponsors are also given credit for their community involvement.
- All traffic signal boxes located on City-owned right-of-way are eligible, regardless of roadway classification. GDOT right-of-way may not be eligible.

PART III: MATERIALS PALETTE

ACCESSIBILITY

The following materials are permissible as ADA accessible elements:

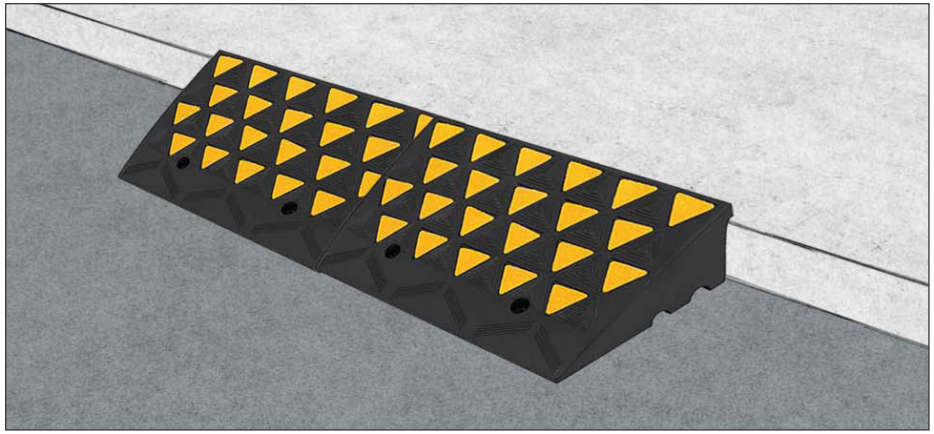


Warning Pad

Typical Dimensions: 24"L x 48"W x 3/8"H

Estimated Cost: $40

Overview:
Warning pads can be detected by the visually impaired. These should be located at entry points to indicate leaving and entering pedestrian only spaces.



Threshold Ramp

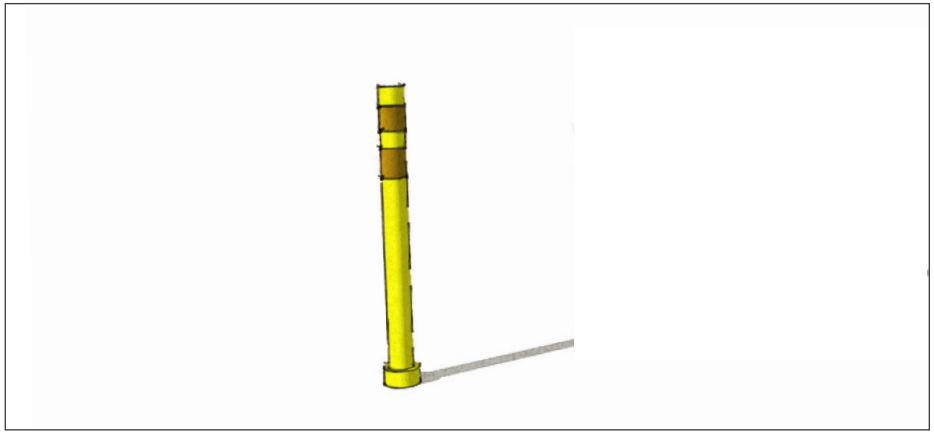
Typical Dimensions: 16.1"W x 24.4"L x 6"H

Estimated Cost: $150 ea

Overview:
Tactical ramps provide access to curbs and parklets.

BARRIER ELEMENTS

The following materials are permissible as barrier elements:

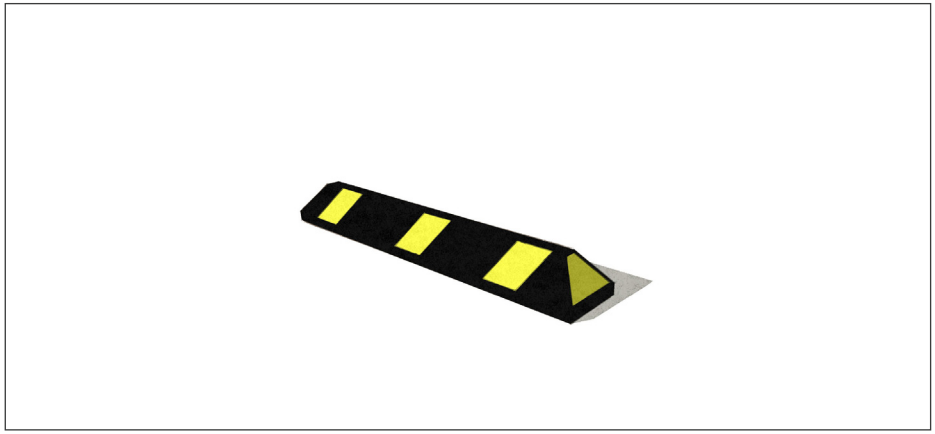


Flex Post

Typical Dimensions: 3"DIA. x 36"H (28"H for bike projects)

Estimated Cost: $40

Overview:
Delineator posts, also known as flex posts, are low cost products that provide a visual barrier delineating the roadway from spaces for people.



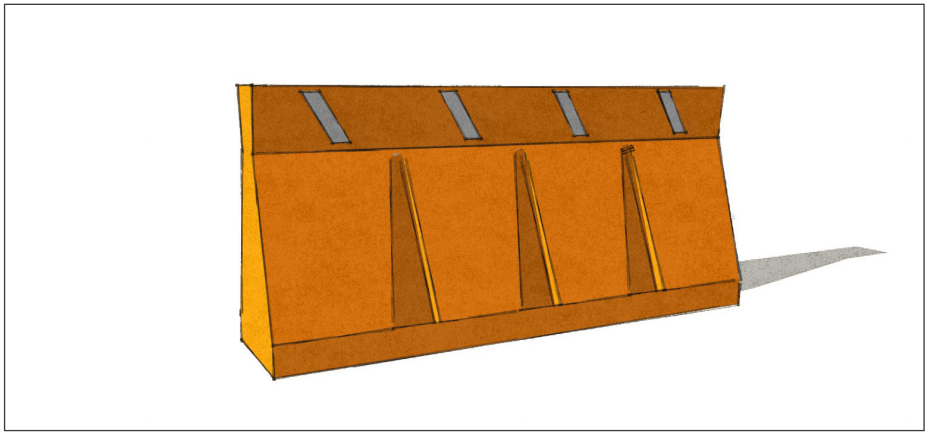
Wheel Stop

Typical Dimensions: 3'L x 6"W x 4"H (barrier height exception)

Estimated Cost: $50

Overview:
Easily installed and removed, wheel stops are used as low barriers and to demarcate tactical interventions. They should allow gaps for curbside pedestrian access or for cyclists to cross through.

The following materials are permissible as barrier elements:

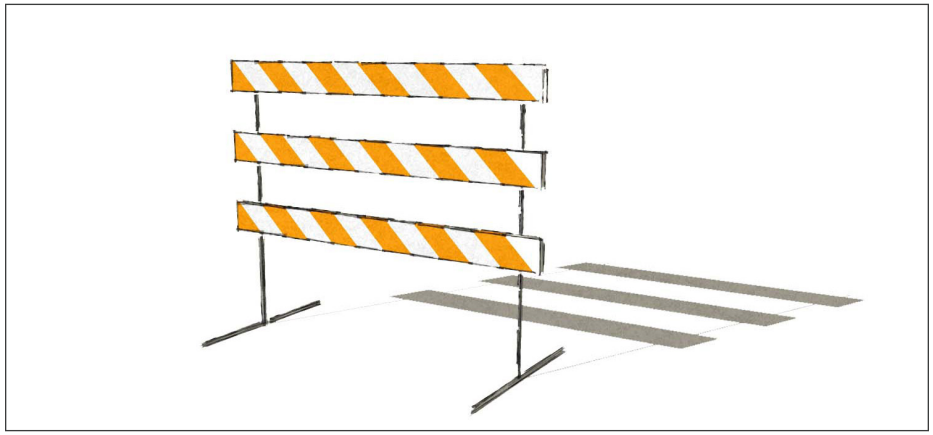


Empty or Sand-filled Plastic Jersey Barrier

Typical Dimensions: 74"L x 18"W x 36"H

Estimated Cost: $500

Overview:
Using water-filled jersey barriers is a simple way to add heavy, substantial barriers that can be easily moved into place with two people prior to being filled with water or sand.



Type III Barricade

Typical Dimensions: 72"-96"L x 63"H

Estimated Cost: $120

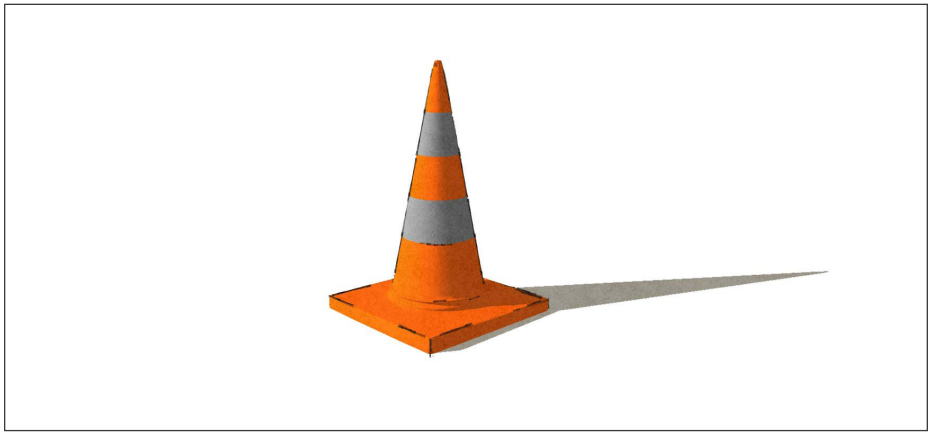
Overview:
Type III barricades are lightweight and include three reflective panels.

Traffic Barrel

Typical Dimensions: 18"-23.5"DIA. x 39.7"H

Estimated Cost: $75

Overview:
Traffic barrels are easy to install and create a heavy and durable wall of separation. They should be spaced intermittently to allow curbside access.

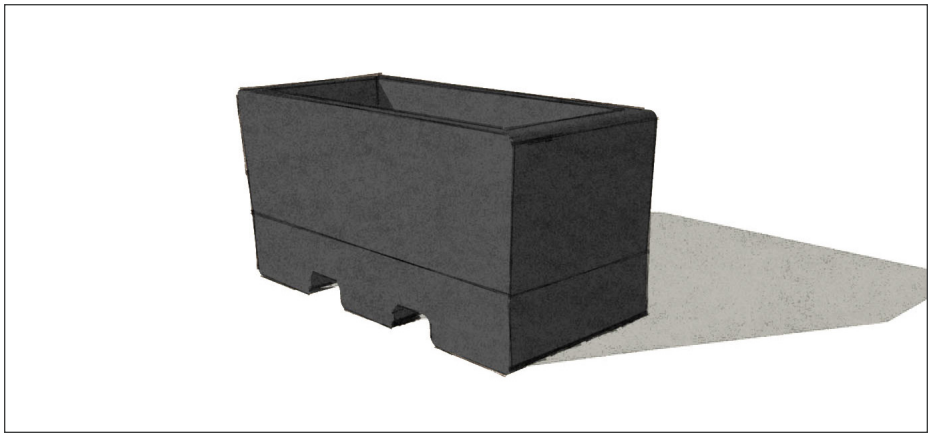


Traffic Cone

Typical Dimensions: 14"DIA. x 28-36"H

Estimated Cost: $30

Overview:
Traffic cones are an affordable and easily movable barrier with reflective bands.



Planter

Typical Dimensions: 48"L x 20"W x 24"H

Estimated Cost: $300-$1,000

Overview:
Planters are a vibrant way to create protective barriers between the roadway and spaces for people. This planter provides a self-watering reservoir for easier maintainability.

Concrete Barrier

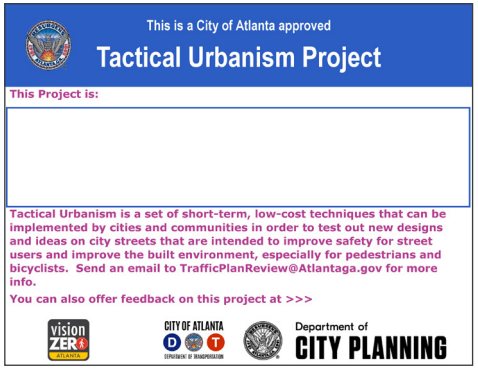
Typical Dimensions: 18"L x 48"W x 30"H

Estimated Cost: $300-$1,000

Overview:
Concrete barriers are heavier than jersey barriers and add extra protection for projects on streets with higher speeds.

SIGNAGE

The following materials are permissible as signage:



Project Info Signage

Typical Dimensions: 8.5x11

Estimated Cost: NA

Overview:
Sign template will be provided by ATLDOT and must be posted at the project site during installation and throughout the duration of the project. Sign should be printed on 8.5x11 paper and laminated.

Slow Shared Street Project Signage

Typical Dimensions: 18"W x 24"H

Estimated Cost: NA

Overview:
Slow street signage will be required for all slow streets. ATLDOT will provide the template for fabrication.

FURNITURE

The following materials are permissible as furniture elements:

Bistro Set - Table and Chairs

Typical Chair Dimensions: 17"L x 2"W x 32"H

Typical Table Dimensions: 24"DIA x 29"H

Estimated Chair Cost: $95

Estimated Table Cost: $220

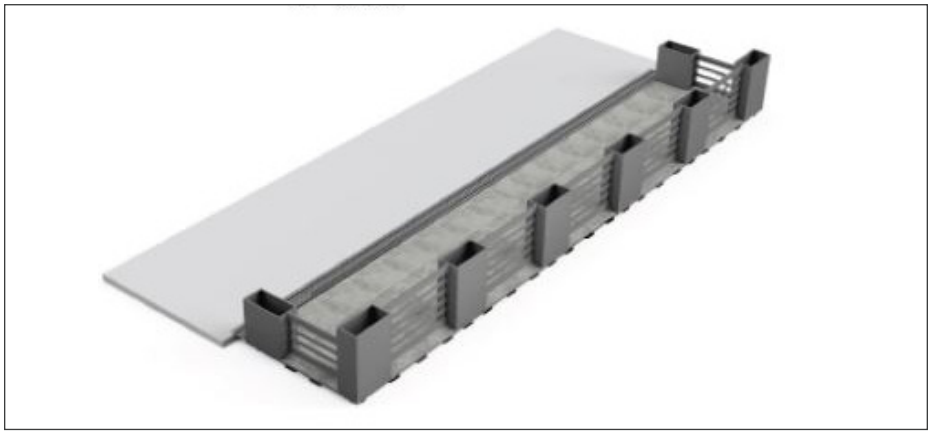
Overview:
Colorful seating creates inviting spaces and encourages use of tactical interventions.

Umbrella

Typical Dimensions: ~8'H

Estimated Cost: varies

Overview:
Typically paired with seating, umbrellas also create inviting spaces by providing shade to users.

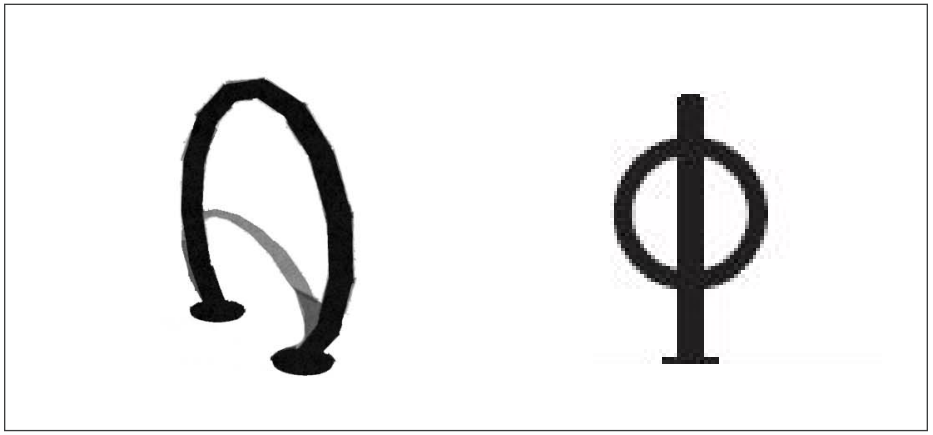


Parklet Kit

Typical Dimensions: 20'-40'L x 6.5' W

Estimated Cost: $5,000 -$50,000

Overview:
Decks and platforms are used for Parklets and should be flush with the curb. Decks and platforms support activities such as outdoor dining and other amenities for people.



Bike Rack

Typical Dimensions: 35 3/4"L x 32 3/8" H

Estimated Cost: $320

Overview:
Bike racks are used for Bike Parking and should match the two styles above, Inverted U and Post & Ring. Styles that are not permissible are wheelwell-secure, wave, schoolyard, coathanger, wheelwell, bollard, spiral, and swing arm secured.

The following materials are permissible as signage:

Home printed (laminated or plastic)

Estimated Cost: NA

Overview:

Bike lane signage will be required for all pop-up bike lane installations. ATLDOT will provide the template for fabrication. Materials should be suited for the project duration & weather. Signage may not obstruct visibility or clear sidewalk space.

SURFACE TREATMENTS

The following materials are permissible as surface treatments:

Striping Chalk

Typical Dimensions: 17 oz can

Estimated Cost: $10/can

Overview:
Chalk spray paint may be used to demarcate the extents of the bike lane including the solid striped edge and width of the buffer.

Striping and Marking Paint

Typical Dimensions: 20 oz can

Estimated Cost: $15/can

Overview:
Spray paint may be used to demarcate the extents of the bike lane including the solid striped edge and width of the buffer.

The following materials are permissible as surface treatments:

Pavement Marking Tape, White

Typical Dimensions: 150′ L x 2″ W

Estimated Cost: $75/roll

Overview:
Traffic tape may be used to demarcate the extents of the bike lane including the solid striped edge and width of the buffer.

Traffic Paint (white)

Typical Dimensions: 4"W

Estimated Cost: $3/lf

Overview:
White reflective striping is the official traffic control device that demarcates the boundaries of tactical interventions.

Reflective Glass Beads for Traffic Paint

Typical Dimensions: NA

Estimated Cost: $20/lb

Overview:
Reflective glass beads illuminate roadway striping at night.

Thermoplastic Striping (white)

Typical Dimensions: 4"W

Estimated Cost: $3/lf

Overview:
White reflective striping is the official traffic control device that demarcates the boundaries of tactical interventions.

The following materials are permissible as surface treatments:

Traffic Symbol Stencil

Typical Dimensions: 40"W x 72"L

Estimated Cost: $60 - $160

Overview:
Painted bike and pedestrian symbols should be used at intersections and curb cuts to demarcate designated bike and walk lanes to its users and adjacent motor vehicular traffic.

Sherwin Williams ArmorSeal Tred-Plex

Typical Dimensions: NA

Estimated Cost: $2.50/sf or $60/gal

Overview:
Paint specs for each project type are outlined in their standards.

Sherwin Williams Resilience Exterior Acrylic Latex

Typical Dimensions: 4"W

Estimated Cost: $2.50/sf or $60/gal

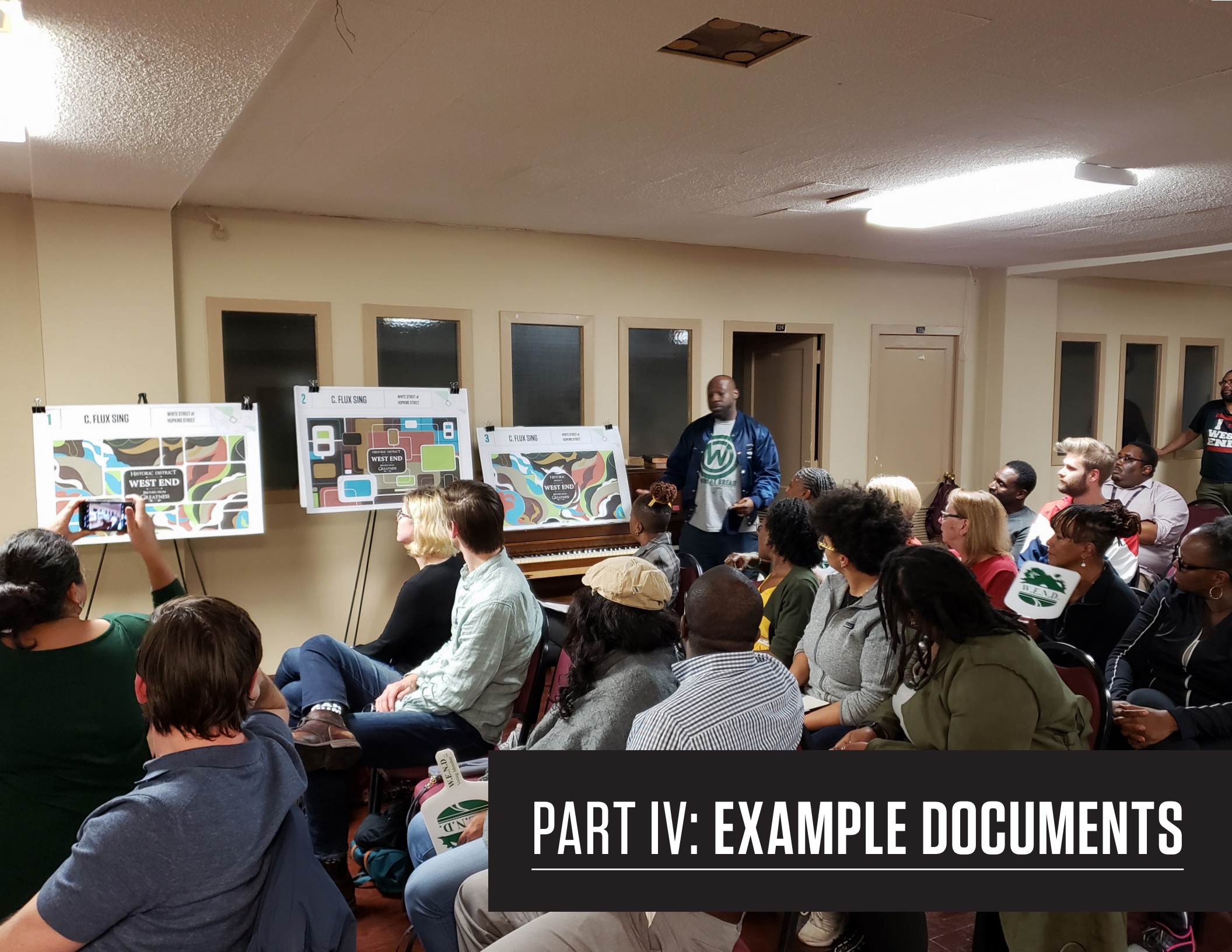
Overview:
Paint specs for each project type are outlined in their standards.

Street Bond

Typical Dimensions: 4"W

Estimated Cost: $3/lf

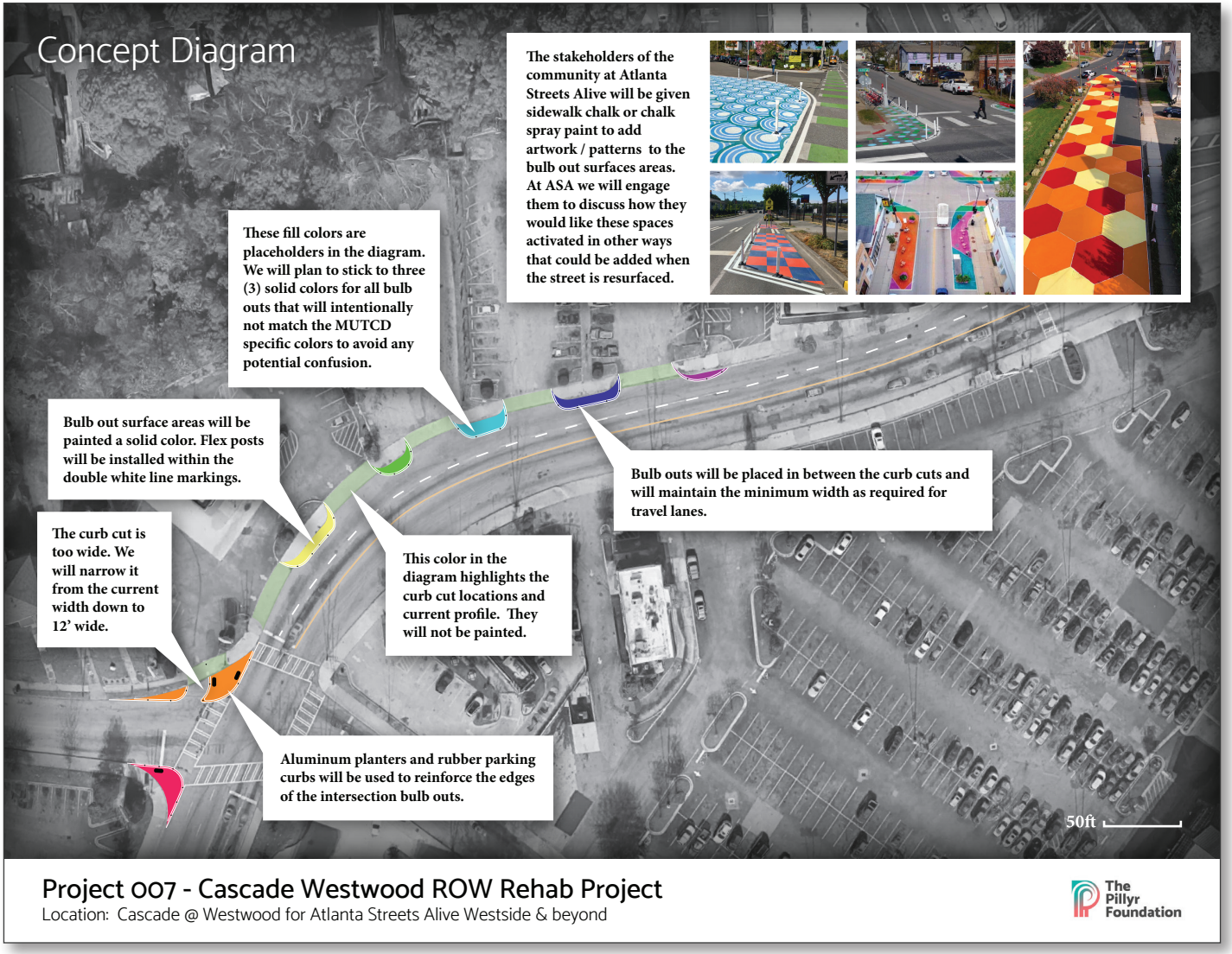
Overview:
White reflective striping is the official traffic control device that demarcates the boundaries of tactical interventions.



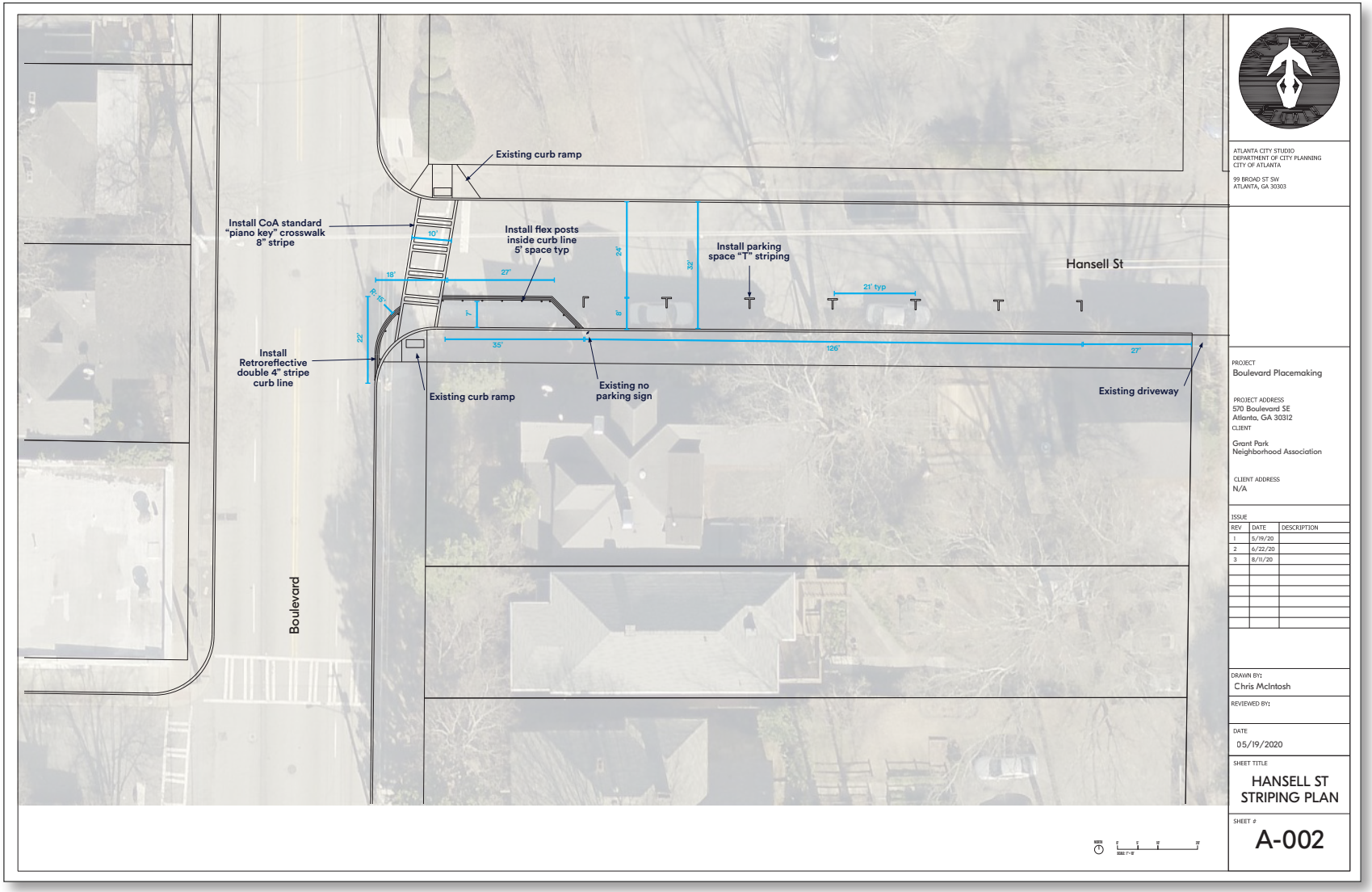
PART IV: EXAMPLE DOCUMENTS

SITE PLAN

EXAMPLE A

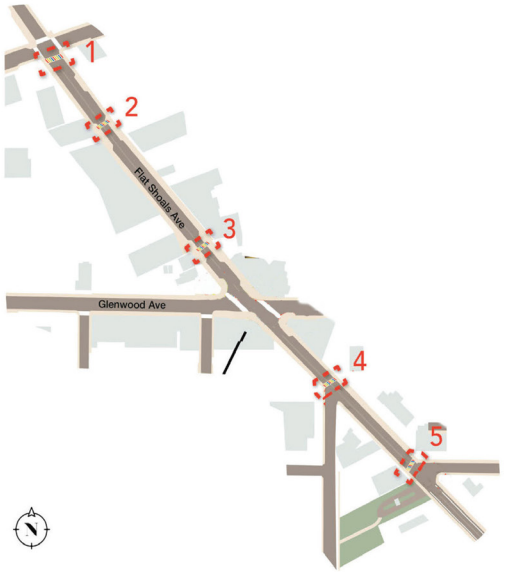


EXAMPLE B


Existing curb ramp
Install CoA standard "piano key" crosswalk 8" stripe
Install flex posts inside curb line 5' space typ
Install parking space "T" striping
Hansell St
21' typ
Install Retroreflective double 4" stripe curb line
Existing curb ramp
Existing no parking sign
Existing driveway
Boulevard
10'
18'
27'
24'
32'
8'
7'
22'
35'
126'
27'
ATLANTA CITY STUDIO
DEPARTMENT OF CITY PLANNING
CITY OF ATLANTA
99 BROAD ST SW
ATLANTA, GA 30303
PROJECT
Boulevard Placemaking
PROJECT ADDRESS
570 Boulevard SE
Atlanta, GA 30312
CLIENT
Grant Park
Neighborhood Association
CLIENT ADDRESS
N/A
ISSUE
REV DATE DESCRIPTION
1 5/19/20
2 6/22/20
3 8/11/20
DRAWN BY:
Chris McIntosh
REVIEWED BY:
DATE
05/19/2020
SHEET TITLE
HANSELL ST
STRIPING PLAN
SHEET #
A-002

EXAMPLE C

FLAT SHOALS ARTISTIC CROSSWALKS: SEA FOAM SCHEME



PAINT SPECS: STREETBOND

5 at May Ave near Community Farmers Market (North facing view)

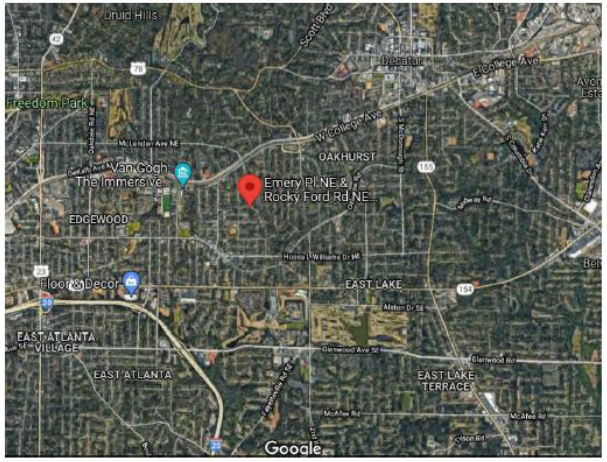
jonesyartatl.com

COVER SHEET

DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA
STATE OF GEORGIA

ROCKY FORD & EMERLY PLACE TACTICAL STREET SAFETY PROJECT

Location Map



Draft Concept Design

PRESENT AND USE THE APPROVED PLAN FOR ANY ADDITIONAL PERMITS REQUIRED TO WORK ON THE CITY RIGHT OF WAY. Failure to comply with this requirement or any note included in the plan will invalidate the approval of this permit.

1. APPROVAL of this site plan is for what is specifically requested under the plan. Any revisions to approved plans must be submitted to the Office of ATLDOT for review and approval.
2. Any construction or activity in the Right-of-way (ROW) (Example; sidewalk or street lanes) requires the ATLDOT issued permit(s). Visit the City of Atlanta website https://app.apply4.com/worksapp/usa/atlanta for additional information and permit requirements.
3. Consult the ATLDOT ROW Manual for additional information and requirements about performing work in the City of Atlanta (COA) ROW. www.atlantaga.gov/home/showdocument?id=44400
4. The Street Light Division There was no Street Lighting Review, no changes are present to the existing lighting and no additional street lighting is proposed for this project.
5. Marking and Striping inspection and coordination please contact Mr. Mark Tai MATai@AtlantaGa.Gov or Nursef Kedir nkedir@AtlantaGa.Gov

In Partnership With:

Kirkwood Neighborhood Organization

STREET CLOSURE NOTICE

DEPARTMENT OF CITY PLANNING

SEPTEMBER 2020

STREET CLOSURE NOTICE TO BUSINESS OWNERS

PLACEMAKING PROGRAM: EAST ATLANTA VILLAGE CREATIVE CROSSWALKS

CREATIVE CROSSWALKS ARE COMING TO THE EAST ATLANTA VILLAGE!

Artist Krista Jones of jonesyartatl.com will be painting five "sea foam"-inspired artistic crosswalks along Flat Shoals Avenue SE between Metropolitan and May Avenues from October 5—October 11, 2020.

STREET CLOSURE SCHEDULE:

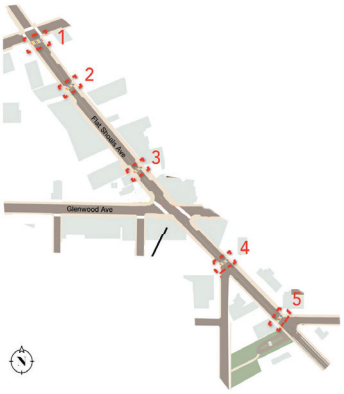
Wednesday, September 30 at 8:30am:
Flat Shoals Avenue, SE between Metropolitan and May Avenues will experience a slight delay in traffic for street cleaning.

Monday, October 5—Thursday, October 8:
Flat Shoals Avenue, SE will be closed to through traffic between Metropolitan and Glenwood Avenues .

Sunday, October 11 and Monday, October 12
Flat Shoals Avenue, SE will be closed between Glenwood and May Avenues.

Pedestrian access and access to parking lots will still be available.

Please note: these dates are subject to change due to inclement weather.



RENDERING OF THE SEA FOAM CONCEPT:

Please note: Then entire street WILL NOT be closed, only the section of the street closest to each sidewalk will be closed. Also, no sidewalks will be closed.

QUESTIONS?

Please direct all questions to Dorian McDuffie, dmcduffie@atlantaga.gov

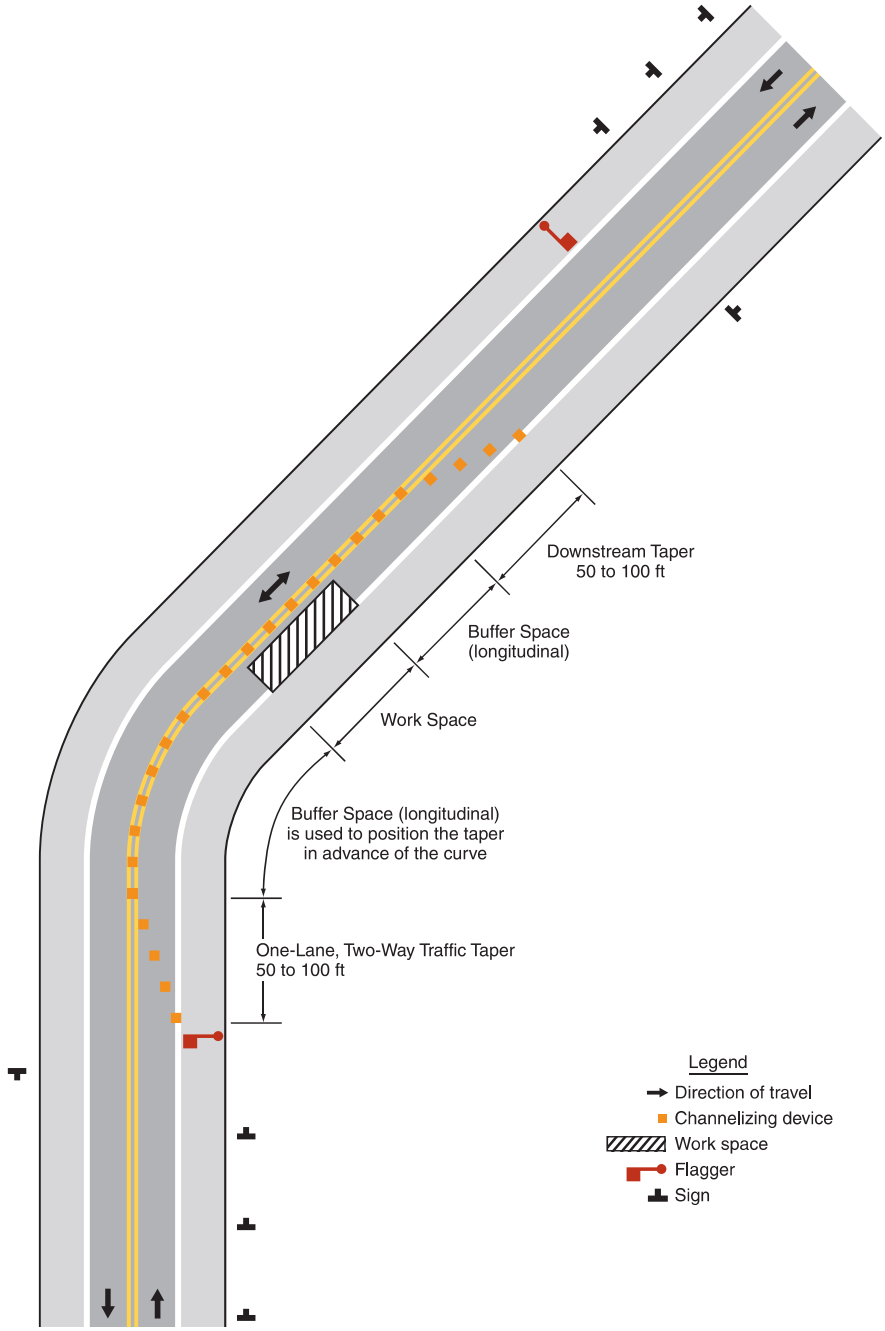
Department of CITY PLANNING

TRAFFIC CONTROL PLAN

The following pages contain examples of traffic control plans for different right-of-way closure types. Please review MUTCD's guidance for further guidance here: https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part6.pdf

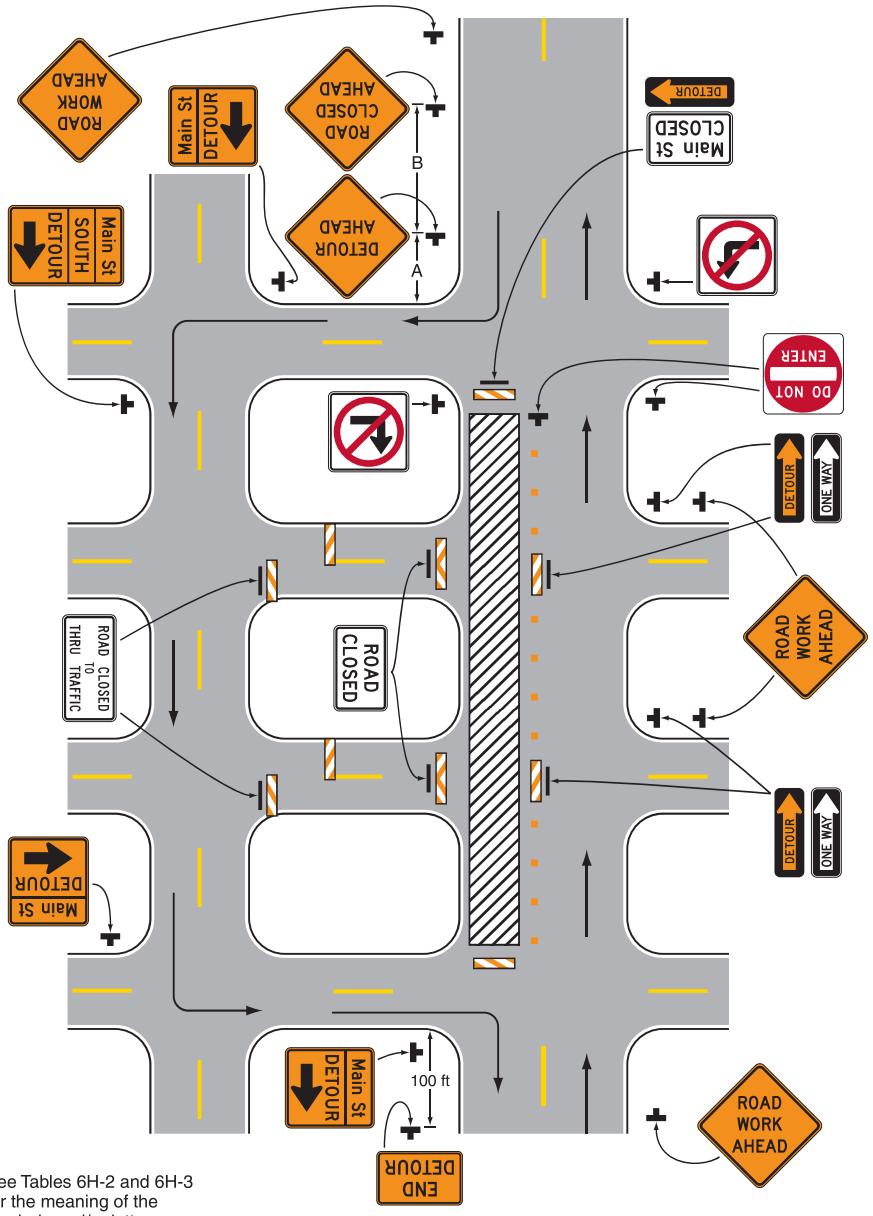
ONE-LANE CLOSURE WITH TWO-WAY TAPER

Figure 6C-3. Example of a One-Lane, Two-Way Traffic Taper



DETOUR FOR ONE TRAVEL DIRECTION

Figure 6H-19. Detour for One Travel Direction (TA-19)

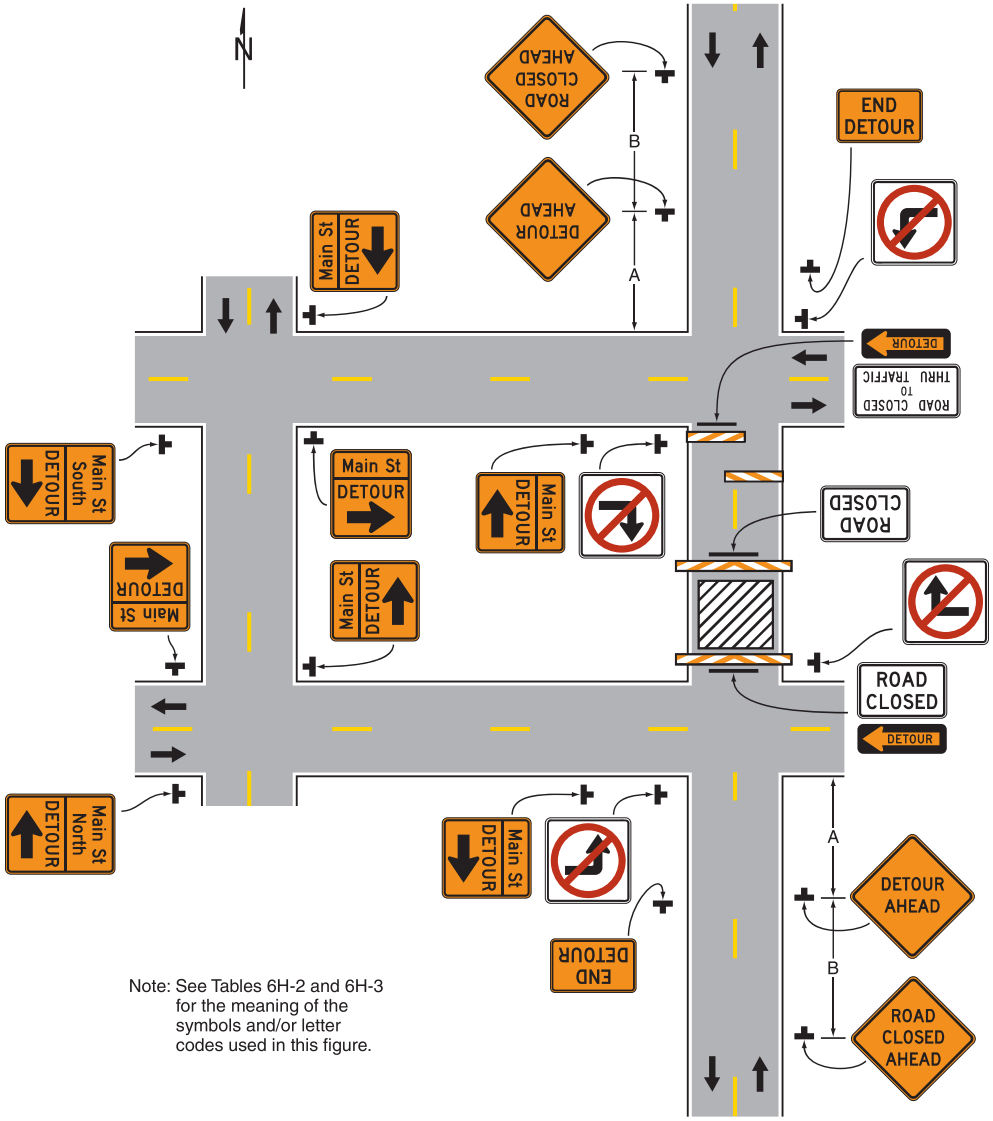


Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 19

DETOUR FOR A CLOSED STREET

Figure 6H-20. Detour for a Closed Street (TA-20)

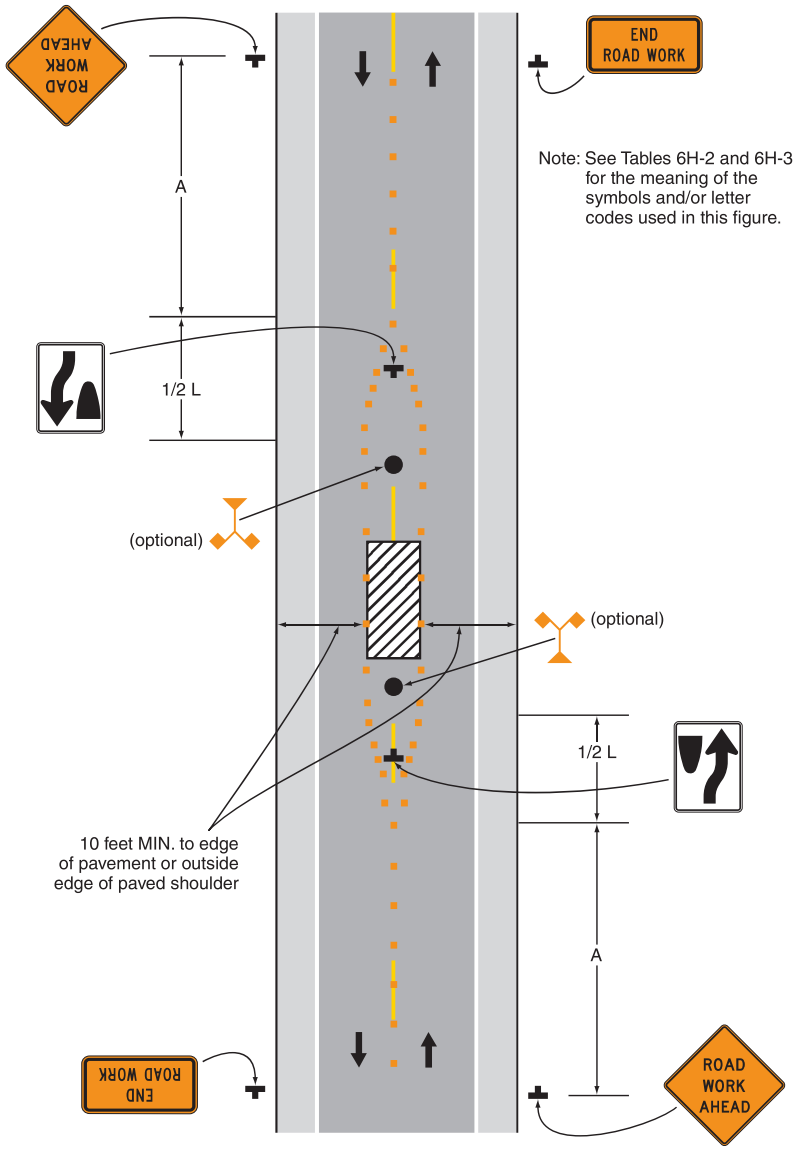


Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 20

WORK IN CENTER OF A ROAD WITH LOW TRAFFIC VOLUMES

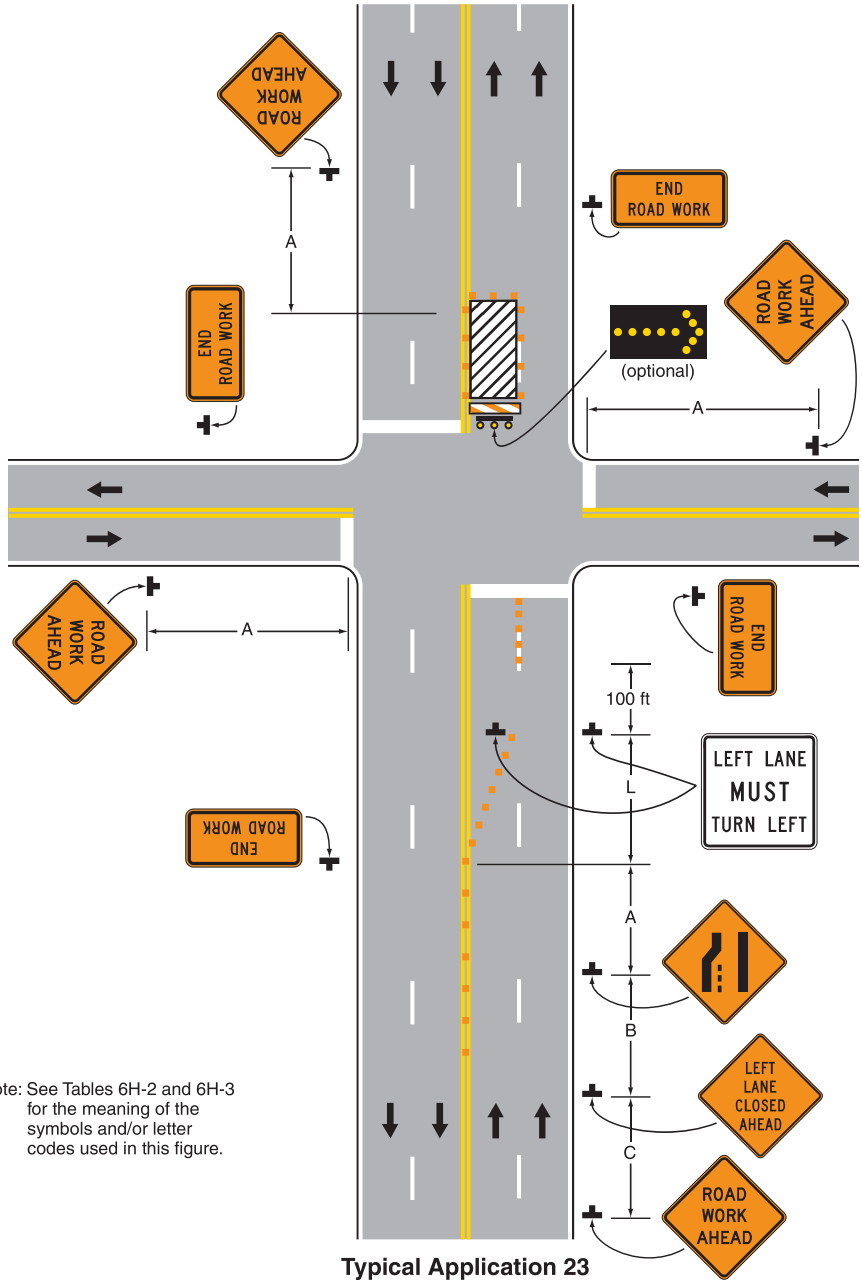
Figure 6H-15. Work in the Center of a Road with Low Traffic Volumes (TA-15)



Typical Application 15

LEFT-HAND LANE CLOSURE ON THE FAR SIDE OF AN INTERSECTION

Figure 6H-23. Left-Hand Lane Closure on the Far Side of an Intersection (TA-23)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 23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